
IN THE HOUSE OF REPRESENTATIVES.

FEBRUARY 12, 1867.

Read twice, referred to the Committee on Commerce, and ordered to be printed.

Mr. ELIOT, on leave, introduced the following bill:

A BILL

In relation to the merchant marine of the United States.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled*
3 *as follows:*

4 **TITLE I.**

5 **OF MARINE BOARDS AND THEIR DUTIES.**

6 There shall be established at each of the following col-
7 lection districts, for a marine district embracing waters here-
8 inafter described, a marine board consisting of three members,
9 except the board established at the city of New York which
10 shall consist of five members, namely: at Portland, for the
11 waters of the coast of Maine and New Hampshire and the
12 waters tributary thereto; at Boston, for the waters of the
13 coast of Massachusetts and Rhode Island and the waters

14 tributary thereto; at the city of New York, for the waters of
15 the southerly coast of the State of New York, the coast of
16 Connecticut, and the easterly coast of New Jersey and the
17 waters tributary thereto; at Philadelphia, for the waters of
18 Pennsylvania east of the Alleghany mountains, and of the coast
19 of Delaware and the waters tributary thereto; at Baltimore,
20 for the waters of the coast of Maryland, the District of Colum-
21 bia and Virginia, and the waters tributary thereto; at Savan-
22 nah, for the waters of the coast of North Carolina, South Caro-
23 lina, Georgia, and the easterly coast of Florida to Cape Sable,
24 and the waters tributary thereto; at Mobile, for the waters of
25 the coast of Alabama and the western coast of Florida from
26 Cape Sable, and the waters tributary thereto; at New Orleans,
27 for the waters of the coast of Louisiana and Mississippi, and
28 the waters tributary thereto, except the Arkansas river and
29 so much of the Mississippi river and the waters tributary
30 thereto as are north of the mouth of the Arkansas river;
31 at Galveston, for the waters of the coast of Texas and the
32 waters tributary thereto; at San Francisco, for the waters of
33 the coast of California and the waters tributary thereto; at
34 Portland, for the waters of the coast of Oregon and Wash-
35 ington Territory and the waters tributary thereto; and such
36 boards shall be designated coast marine boards. And there
37 shall be established a marine board at each of the following
38 collection districts, namely: At Louisville, for the waters of

39 the Ohio river and its tributaries below the town of Madison,
40 and the Mississippi river and its tributaries from the Ohio
41 river down to and including the Arkansas river and its tribu-
42 taries; at Cincinnati, for the waters of the Ohio river and its
43 tributaries above and including the town of Madison; at
44 Saint Louis, for the waters of the Mississippi river and its
45 tributaries from the mouth of the Ohio river to the town of
46 Quincy, in Illinois; at Galena, for the waters of the upper
47 Mississippi river and its tributaries above Quincy, and of the
48 Red river of the North; which boards shall be designated in-
49 land marine boards. And there shall be established a marine
50 board at each of the following collection districts, namely : at
51 Ogdensburg, for the waters of Lakes Ontario, Champlain,
52 Memphremagog, and George, and of the River St. Lawrence,
53 and their tributaries; at Buffalo, for the waters of Lake Erie
54 and its tributaries; at Detroit, for the waters of Lakes Huron
55 and Superior and their tributaries; at Chicago, for the waters
56 of Lake Michigan and its tributaries; which boards shall be
57 designated lake marine boards. The members of such boards
58 shall be competent men, of good character, and shall have
59 special knowledge of, and experience in shipping and naviga-
60 tion, one of whom, and two of the board established at the
61 city of New York shall be selected for knowledge, skill, and
62 experience in the uses of steam for navigation, and shall be
63 competent to judge not only of the character of steamers, but

64 of all parts of the machinery employed in navigating by
65 steam ; and the person who, at the time this act takes effect,
66 shall be supervising inspector at any of the foregoing collec-
67 tion districts shall constitute a member of the marine board
68 there established ; and before entering upon the duties of their
69 respective offices they shall be sworn to the faithful discharge
70 of the same before the collector of the district ; and they
71 shall be appointed by the President, by and with the advice
72 and consent of the Senate, and shall be removable only for
73 misconduct, unfitness for, or neglect of the duties of their office.
74 The first members of every board shall be appointed, one for
75 seven years, one for five years, and one for three years ; and
76 their successors shall be appointed for terms of seven years ;
77 and any vacancy occurring in the board before the expiration
78 of a term of office shall be filled for the residue of the unex-
79 pired term. The compensation of members of a marine board
80 shall be ten dollars each, for every day of service, and his
81 necessary expenses incurred in the discharge of the duties of
82 his office.

1 SEC. 2. *And be it further enacted,* That every marine
2 board shall have a clerk, who shall be appointed by the
3 board, subject to the approval of the Secretary of the Treas-
4 ury. The annual salary of the clerks of the boards at Boston,
5 New York, New Orleans, and San Francisco, shall be fifteen

6 hundred dollars, and the annual salary of clerks of the other
7 marine boards shall be seven hundred and fifty dollars.

1 SEC. 3. *And be it further enacted,* That it shall be the
2 duty of every marine board to examine persons who intend
3 to become masters, first mates, or second mates of vessels, or
4 chief engineers, second engineers, third engineers, fourth
5 engineers, chief pilots, or second pilots of steamers, and who
6 wish to procure the certificates of competency hereinafter
7 mentioned; the Secretary of the Treasury shall prescribe
8 rules and regulations as to such examinations and the qualifi-
9 cations of applicants for certificates, and such rules and regu-
10 lations shall be strictly adhered to by all marine boards. And
11 such boards may, with the consent of the Secretary of the
12 Treasury, and as occasion may require, appoint persons to
13 make such examinations of such masters, mates, and pilots,
14 and may issue certificates based upon the reports of such per-
15 sons, the compensation of whom shall in no case exceed
16 seven dollars each for every day of service and his necessary
17 expenses; and such boards may, with the consent of such
18 Secretary, require boards of inspectors to make examinations
19 of such engineers and pilots, and may issue their certificates
20 upon the reports of such inspectors.

1 SEC. 4. *And be it further enacted,* That engineers shall
2 be classified into chief engineers, second engineers, third engi-
3 neers, and fourth engineers; and pilots into chief pilots and

4 second pilots, according to their relative subordination and
5 control in the discharge of their duties. And masters and
6 chief engineers shall be classified by said boards into four
7 grades, first mates and second mates, second engineers and
8 third engineers into three grades, and chief pilots and second
9 pilots into two grades, according to the tonnage of the vessels
10 for which they shall respectively be found competent, and
11 according to the table numbered one, in the schedule hereto
12 annexed.

1 SEC. 5. *And be it further enacted*, That for the purpose
2 of assigning such masters, first mates, and second mates to
3 the class of vessels and of voyages for which they shall be
4 found, on examination, competent, such vessels are divided
5 into two classes: the first to comprise all vessels propelled
6 in whole or in part by steam; the second to comprise all
7 vessels propelled wholly by sails. And voyages shall be
8 divided into two classes: the first class shall comprise voyages
9 to any foreign country not contiguous to the United States;
10 the second class shall comprise all other sea voyages, and
11 voyages on any of the waters of Lakes Superior, Huron,
12 Michigan, Erie, and Ontario; and for the purpose of assigning
13 chief engineers, second engineers, third engineers, and fourth
14 engineers to the class of voyages for which they shall be
15 found competent, voyages shall be divided into three classes;
16 the first and second classes of such voyages shall comprise

17 respectively the first and second classes of voyages as herein-
18 before defined, and the third class shall comprise all other
19 voyages upon waters of the United States.

1 SEC. 6. *And be it further enacted*, That the marine
2 board shall deliver to every applicant who has passed an ex-
3 amination satisfactorily, and has given satisfactory evidence
4 of his sobriety, character, knowledge, experience, ability,
5 and general good conduct on shipboard, a certificate signed
6 by at least a majority of the members of the board, to be de-
7 signated a certificate of competency, which shall certify the
8 grade as master, first mate, second mate, chief engineer,
9 second engineer, third engineer, fourth engineer, chief pilot, or
10 second pilot, and the class of vessels and voyages for which
11 the applicant is found to be competent. The certificate of
12 competency granted to masters, first mates, and second mates
13 by a lake marine board shall be valid only for the navigation
14 of any of the waters of said lakes and the waters connecting
15 them ; and that of a seacoast board, granted to such masters
16 and mates, shall be valid only for the navigation of the sea ;
17 the certificate of a pilot shall in all cases define the route for
18 which the applicant is found competent ; and such certificates
19 shall be according to forms to be prescribed by the Secretary
20 of the Treasury. Every certificated engineer and pilot shall,
21 before entering upon his duties, make solemn oath or affirma-
22 tion before one of the members of the board, each of whom

23 is hereby authorized to administer the same, or before some
24 other officer competent to administer oaths, that he will faith-
25 fully and honestly, according to his best skill and judgment,
26 perform all the duties appertaining to the position for which
27 his certificate is granted.

1 SEC. 9. *And be it further enacted,* That such certifi-
2 cates of competency shall be valid for three years only, or the
3 voyage during which the term of a certificate shall expire,
4 unless the same shall be renewed by some marine board.
5 Every coast marine board shall have authority to renew the
6 certificates issued by any other coast marine board to such
7 masters or mates, and every lake marine board shall have
8 authority to renew such certificates of any other lake marine
9 board, but not otherwise ; and every marine board shall have
10 the right to renew the certificates of engineers by whatever
11 boards they may have been granted. But no board shall
12 grant or renew the certificate of a pilot, a portion of whose
13 route is not within the marine district of such board.

1 SEC. 10. *And be it further enacted,* That applicants for
2 certificates of competency and for renewals of such certifi-
3 cates shall pay for the same the fees prescribed in the table
4 hereto annexed numbered two, which fees shall be paid to
5 any collector of customs, who shall give a receipt for the
6 same. And no application for a certificate, or a renewal of
7 the same, shall be received by the board except on presenta-

tion of such receipt of a collector showing that the fee for the same has been paid.

SEC. 11. *And be it further enacted*, That every marine board may revoke or suspend any certificate of competency, if upon investigation the holder of such certificate shall be found to have shown incompetency or unfitness for his position, or to have been guilty of drunkenness or any gross act of misconduct, or if the loss or abandonment of, or serious damage to any vessel or cargo, or loss of life, injury or distress to passengers has been caused by his wrongful act or default. And cruel and tyrannical treatment of seamen shall be a ground for the revocation or suspension of the certificate of a master, first mate, or second mate. And if any certificated engineer or pilot shall wrongfully or unreasonably refuse to serve as such on any steamer, as authorized by the terms of his certificate, or shall fail to deliver to the applicant for such services, at the time of such refusal, if the same shall be demanded, a statement in writing, signed by such engineer or pilot, of the reasons therefor, or if any pilot shall refuse to admit into the pilot house, with him, any person or persons whom the master, owner, or owners of any steamer may desire to place there, for the purpose of acquiring the knowledge of piloting, his certificate shall be immediately revoked, upon the same proceedings as are herein provided in other cases of the revocation of such certificates. And

24 that board shall have jurisdiction of the question of the sus-
25 pension or revocation of a certificate within whose marine
26 district the alleged cause for such revocation or suspension oc-
27 curred; or if such cause shall not occur within the marine dis-
28 trict of any board, the board within whose limits the delinquent
29 shall first come after the occurrence of such cause, shall inves-
30 tigate the case. But the Secretary of the Treasury may assign
31 the investigation of any such case to such board as he may
32 designate. No such certificate shall be revoked or suspended,
33 unless notice shall have been first given to the holder of the
34 same, of the grounds of the proceedings against him and an
35 opportunity given him to be heard in his defence; every such
36 revocation and suspension shall be made subject to the ap-
37 proval of the Secretary of the Treasury; and it shall be law-
38 ful for the Secretary of the Treasury, if he thinks the justice
39 of the case so requires, to reissue and return any certificate
40 which has been cancelled or suspended, or shorten the time
41 for which it has been suspended, or grant a new certificate
42 for the same or any lower grade in place of any certificate
43 which has been cancelled or suspended; and such new certifi-
44 cate, renewed or returned certificate, shall be subject to
45 the same provisions of law as it would be, if issued by the
46 appropriate marine board.

1 SEC. 12. *And be it further enacted,* That every holder
2 of a certificate of competency, the revocation or suspension

3 of which is a subject of investigation by a marine board, and
4 every person whose certificate has been revoked or suspended
5 by a marine board, shall, on the demand of such board, de-
6 liver up his certificate to such board, and, in default, shall for
7 each offence incur a penalty of three hundred dollars.

1 SEC. 13. *And be it further enacted*, That it shall be the
2 duty of every such marine board, when it has reasonable
3 cause to believe that an applicant for the renewal of his certi-
4 ficate is not entitled to the same, to withhold such renewal
5 and examine such applicant, in which case the same provisions
6 of law shall be applicable as in the case of an original appli-
7 cation for a certificate; but if such applicant for a renewal of
8 his certificate shall be found entitled to the same, the collector
9 shall refund the difference between the fee in the case of an origi-
10 nal application for a certificate and the fee for a renewal of the
11 same, upon the presentation of such renewal of his certificate.

1 SEC. 14. *And be it further enacted*, That every certi-
2 ficate of competency for one grade of service and class of
3 vessels and voyages granted to masters, mates, or engineers,
4 shall entitle the holder of such certificate to serve in the same
5 or any lower grade of service, in the same class of vessels
6 for the same or any lower class of voyages of the same kind,
7 as regards being lake or sea voyages, but not otherwise; but
8 the certificate of a pilot for one grade of service shall entitle
9 the holder to serve in the same or any lower grade of service
10 on the same route, but not otherwise.

1 SEC. 15. *And be it further enacted,* That whenever any
2 master, mate, engineer, or pilot proves to the satisfaction of
3 a marine board that he has, without fault on his part, lost or
4 been deprived of any certificate or renewal of the same,
5 which such board has already granted to him, such board
6 shall, upon payment of the fee required in the case of the
7 renewal of a certificate, cause a copy of the certificate or the
8 renewal of the same, to which, by the record kept by such
9 board, he appears to be entitled, to be made out and certified
10 by a member of the board and delivered to him. And any
11 such copy, so made and certified, shall be of the same effect
12 as the original.

1 SEC. 16. *And be it further enacted,* That no vessel of
2 the United States bound on a voyage of the first class, and
3 no such vessel bound on a voyage of the second class and
4 carrying passengers, or being of one hundred and fifty tons
5 burden or upwards, and no foreign vessels carrying passen-
6 gers, shall, at the expiration of sixty days from and after the
7 day this act takes effect, depart from any port of the United
8 States unless the master, first mate, and second mate of such
9 vessel, according as she is officered, shall respectively have
10 certificates of competency corresponding to the class of ves-
11 sels to which such vessel belongs, and to the grade of master,
12 first mate, or second mate, respectively, appropriate to such
13 vessel and to the class of the voyage on which she is bound,

14 as such classes and grades are herein defined; and no pas-
15 senger steamer, freight steamer, or other steamer of the United
16 States, and no foreign passenger steamer, shall depart from
17 any port of the United States, or be navigated, unless she
18 shall have in her service her complement of engineers and
19 pilots, who have certificates of competency appropriate to
20 the service in which they are employed; and in every case
21 involving an inquiry into the seaworthiness of any vessel so
22 departing or navigated in violation of the provisions of this
23 section, such vessel shall be deemed unseaworthy unless
24 proved to be seaworthy; and every sea-going steamer of the
25 United States shall, when under way, except upon the high
26 seas, be under the control and direction of duly certificated
27 pilots, and in default, the master, owner or owners of such
28 sea-going steamer, shall incur a penalty of one hundred dol-
29 lars for each offence.

1 SEC. 17. *And be it further enacted,* That every person
2 who shall go as a master, mate, or engineer of a vessel
3 on a voyage or as a pilot on a route, without being entitled
4 so to do by his certificate of competency, shall incur a
5 penalty of three hundred dollars; and in any case involv-
6 ing an inquiry into the conduct of any person acting as
7 a master, mate, engineer, or pilot without being entitled
8 so to do by the proper certificate, he shall be deemed to
9 be in default unless the contrary is proved; and every per-

10 son who shall employ another to go as a master, mate, or
11 engineer of a vessel on a voyage or as a pilot on a route,
12 who has no certificate entitling him so to do, having reason-
13 able cause to believe that such person so employed has no
14 such certificate, shall incur for each offence a penalty not ex-
15 ceeding three hundred dollars; but if a vessel leaves her port
16 with her complement of duly certificated officers, engineers,
17 and pilots, and on her voyage is deprived of their services, or
18 the services of any of them, without the consent, fault, or
19 collusion of the master, owner, or any one interested in such
20 vessel, it shall be lawful to supply the deficiency temporarily
21 by uncertificated persons until others duly certificated can be
22 obtained.

1 SEC. 18. *And be it further enacted,* That every person
2 who makes or procures to be made, or assists in making, any
3 false representation, for the purpose of obtaining for himself
4 or another person a certificate of competency, or a renewal
5 of the same, or who forges, assists in forging, or procures to
6 be forged, or fraudulently alters or assists in fraudulently
7 altering, or procures to be fraudulently altered, any such cer-
8 tificate or renewal of the same, or any official copy of any
9 such certificate or renewal of the same, or who fraudulently
10 makes use of any such certificate or renewal of the same, or
11 any copy of the same which is forged or altered, or to which
12 he is not entitled, or which he is not entitled to use, or who

13 fraudulently lends his certificate or any renewal of the same,
14 or allows the same to be used by another person, shall for
15 each offence be punished by a fine not exceeding three hun-
16 dred dollars or imprisonment not exceeding six months, or
17 both, according to the aggravation of the offence.

1 SEC. 19. *And be it further enacted,* That it shall be the
2 duty of every such marine board to investigate, or cause to
3 be investigated, under such direction and regulations as the
4 Secretary of the Treasury may prescribe, the causes of ship-
5 wrecks, disasters, and accidents happening to, and on board
6 any vessel of the United States within its district, or on a
7 voyage from or to a port within its district; and the board of
8 that district which comprises the port of departure, or
9 of that district which comprises the port of destination in
10 such voyage, if such ports are in different districts, shall make
11 the investigation of any shipwreck, disaster, or accident hap-
12 pening within the limits of no district, according as the dis-
13 trict of one board is nearer than the district of the other
14 board to the place of such shipwreck, disaster, or accident,
15 unless the Secretary of the Treasury shall otherwise direct.
16 And such boards shall make, under the direction of the Sec-
17 retary of the Treasury, any investigations concerning vessels
18 of the United States which the public interest, in his judgment,
19 requires; and they shall report to the Secretary of the Treasury
20 such investigations and the results of the same, and especially

21 all violations of the provisions of this act which shall come
22 to their knowledge in the course of such investigations; and
23 when it shall appear that there has been a violation of such
24 provisions, they shall inform the district attorney of the United
25 States for the district in which the offence has been com-
26 mitted, that such attorney may enforce the penalties of such
27 offence; and they shall commence proceedings for the sus-
28 pension or revocation of any certificate, the holder of which
29 appears to have given cause for the same.

1 SEC. 20. *And be it further enacted,* That every marine
2 board and every justice of the peace and commissioner ap-
3 pointed by a circuit court of the United States and designated
4 by such board to take testimony in any matter which, by this
5 act, such board is required to investigate, shall have the power,
6 by the same process as in courts of law, to summon before
7 them witnesses, and compel them to attend and give evidence,
8 under oath or affirmation, at such times and places as may
9 be specified, as to any matters in respect to which such boards
10 have a right to examine or investigate; and if any witness,
11 so summoned, shall, when under examination on oath or affir-
12 mation, knowingly and intentionally falsify the truth, such
13 person shall be deemed guilty of perjury, and, if convicted,
14 shall be punished accordingly; and the collector of customs,
15 in the collection district at which such board is established,
16 shall pay, out of the revenues herein provided, such sums to

any witness so summoned under the provisions of this section, for his travel and attendance, as shall be officially certified by such marine board upon the back of the summons, not exceeding the rates allowed to a witness for travel and attendance in the district courts of the United States, and shall pay to such magistrates for depositions, the fees allowed for depositions in such courts.

SEC. 21. *And be it further enacted,* That every such marine board shall keep a regular record of applications for certificates, reports of examiners of applicants, examinations of applications, all certificates granted, all revocations, suspensions, and renewals of certificates, all investigations made by such board, and its other doings; and it shall report from time to time its decisions on applications for certificates, the certificates granted, and its other proceedings to the Secretary of the Treasury, who may prescribe regulations in respect to the records and reports aforesaid. And it shall be the duty of every coast board to report to the other coast boards, and every lake board to report to the other lake boards, the names of all persons to whom it has granted certificates as masters or mates, and the grades of service, classes of vessels, and voyages for which such certificates are issued, and the names of all persons whose applications for such certificates are refused, or whose certificates as masters or mates are revoked or suspended by such board; and every board shall report to

19 every other board the names of all persons to whom it has
20 granted certificates as engineers, and the grades of service
21 and voyages for which such certificates are issued, and the
22 names of all persons whose applications for certificates as
23 engineers are refused, or whose certificates as engineers are
24 revoked or suspended by such board; and every board shall
25 report the names of all persons to whom it has granted certi-
26 ficates as pilots, to every board within whose marine district
27 the route or any part of the route defined in any such certifi-
28 cates may be, and the grades of service for which they are
29 issued; and it shall report the names of all persons whose
30 applications for certificates as pilots have been refused or
31 whose certificates have been revoked or suspended to every
32 marine board within whose district the route or any portion
33 of the route named in any such application or certificate may
34 be. And no board shall issue a certificate to any person
35 whose certificate has been revoked, or whose application for
36 a certificate has been refused by another board of the same
37 kind, whether coast or lake, in the case of masters and mates,
38 or by any board, in the case of engineers, or by any board
39 whose marine district embraces any part of the route, in the
40 case of pilots, or to any person whose certificate is suspended.
41 And every such board shall keep a record of the names of all
42 such persons in respect to whom it shall receive notice from
43 other boards, and a record of the action of such boards in

44 relation to such persons, their applications, and certificates.
45 But the rejection of an application for a certificate of com-
46 petency as master, first mate, second mate, chief engineer,
47 second engineer, third engineer, fourth engineer, chief pilot,
48 or second pilot, by one board, shall not preclude such appli-
49 cant from obtaining from any other board a certificate of
50 competency for a lower position, without regard, however, to
51 the grades of service, as defined by this act and applicable to
52 such position, or for a different class of vessels or voyages, or
53 for a different route.

1 SEC. 22. *And be it further enacted,* That every such marine
2 board shall have the direction and control of the boards of
3 inspectors hereinafter mentioned established within the marine
4 district of such marine board; and no certificate of approval
5 issued by any such board of inspectors shall be valid unless
6 countersigned by at least a majority of the members of such
7 marine board; and such marine boards shall exercise a gene-
8 ral supervision over the vessels and seamen of the United
9 States belonging to the marine districts respectively assigned
10 to them, shall visit, confer with, and examine into, the
11 doings of the several boards of inspectors, and see that such
12 inspectors execute their duties faithfully, promptly, and as far
13 as possible uniformly in all places; and they shall, whenever
14 they think it expedient, visit the vessels subject to inspection
15 and examine into their condition, and they shall see that mas-

16 ters and owners of such vessels comply with the provisions of
 17 this act; and it shall be the duty of all certificated masters,
 18 mates, pilots, and engineers, to give all the information in their
 19 their power in regard to any such vessel, her boilers, machinery,
 20 and equipment, and the mode of managing the same and all
 21 other matters into which such boards are bound to inquire.

1 SEC. 23. *And be it further enacted,* That the marine
 2 boards shall, within their respective districts, under the di-
 3 rection of the Secretary of the Treasury, take the examination,
 4 or receive the statements in writing, of persons of practical
 5 knowledge and experience in the navigation of steamers, the
 6 construction and use of boilers, engines, machinery, and equip-
 7 ments, touching the form, material, and construction of en-
 8 gines and their appurtenances; the causes of the explosion of
 9 boilers and collapse of flues, and the means of prevention;
 10 the kind and description of the safety-valves, water-gauges,
 11 and steam-gauges or indicators; equipments for the extin-
 12 guishment of fires, and for the preservation of life in case
 13 of accident on board of steamers, and all other means in use
 14 or proper to be adopted for the better security of the lives of
 15 persons and property on board steamers; the advantages and
 16 disadvantages of the different descriptions of boilers, engines
 17 and their appurtenances, safety-valves, water-gauges and
 18 steam-gauges or indicators, equipments for the prevention or
 19 extinguishment of fires, and the preservation of life in case

20 of accident, in use on board steamers; whether any, and
21 what further, legislation is necessary or proper for the better
22 security of the lives of persons on board steamers; which
23 examination and statements so taken and received shall be
24 transmitted to the Secretary of the Treasury at such time as
25 he shall prescribe.

1 SEC. 24. *And be it further enacted*, That it shall be the
2 duty of the Secretary of the Treasury to cause such interroga
3 tories to be prepared and published as in his opinion may be
4 proper, to elicit the information contemplated by the preced-
5 ing section, and upon the receipt of the examination and state-
6 ments taken by the marine boards, he shall report the same
7 to Congress, together with the recommendation of such further
8 provisions as he may deem proper to be made for the better
9 security of the lives of persons on board steamers.

1 TITLE II.

2 OF THE EQUIPMENT AND INSPECTION OF VESSELS.

3 SEC. 25. *And be it further enacted*, That no certificate
4 of registry, license, enrolment, or other paper shall be issued
5 by any collector to any passenger steamer or passenger sail-
6 vessel, or to any freight steamer or other steamer, or any freight
7 sail-vessel of the United States, until he shall have satisfactory
8 evidence that all the provisions of this title applicable to the
9 same have been complied with; and it shall not be lawful for
10 the owner or master of any vessel, propelled in whole or in

11 part by steam, to transport any merchandise or passengers in
12 or upon the bays, lakes, rivers, or other navigable waters of
13 the United States, without having first obtained from the pro-
14 per officer a license under existing laws; and if any such vessel
15 shall be navigated, without complying with, or in violation of,
16 the provisions of this title, the owner or owners of such vessel
17 shall, for every such default for which a penalty is not herein-
18 after provided, incur a penalty of five hundred dollars. Any
19 vessel propelled in whole or in part by steam, and carrying
20 passengers, shall be deemed a passenger steamer; and any
21 vessel of the United States so propelled, not being a
22 passenger steamer, and which, under the laws of the United
23 States, is engaged in the foreign trade, the coasting trade, or
24 in commerce among the several States, shall be deemed a
25 freight steamer within the meaning of this act; and all other
26 steamers of the United States shall be subject to the same
27 inspection in their hulls and boilers required for freight
28 steamers in the twenty-sixth section and the first and second
29 divisions of the thirty-eighth section of this act; and any
30 vessel propelled wholly by sails and carrying passengers shall
31 be deemed a passenger sail-vessel, and any vessel of the
32 United States so propelled, not being a passenger sail-vessel,
33 and which, under the laws of the United States, is engaged
34 in the foreign trade, the coasting trade, or in commerce

35 among the several States, shall be deemed a freight sail-
36 vessel within the meaning of this act.

1 SEC. 26. *And be it further enacted*, That it shall
2 be the duty of the inspectors, appointed as hereinafter pro-
3 vided, to examine and see that suitable and safe provisions
4 are made throughout such passenger steamers and freight
5 steamers, to guard against loss or danger from fire. And
6 no combustible material liable to take fire from heated
7 iron, or any other heat generated on board such steam-
8 ers in and about the boilers, pipes, or machinery, shall
9 placed at less than eighteen inches distant from such heated
10 metal or other substance likely to cause ignition, unless a
11 column of air or water intervenes between such heated
12 surface and any wood or other combustible material so exposed,
13 sufficient at all times and under all circumstances to prevent
14 ignition; and further, when wood is so exposed to ignition,
15 as an additional preventive, it shall be shielded by some
16 incombustible material in such manner as to leave the air to
17 circulate freely between such material and the wood. But
18 when the structure of such steamers, or the arrangement of
19 the boilers or machinery is such that the requirements afore-
20 said cannot without serious inconvenience or sacrifice be
21 complied with, inspectors may vary therefrom, if in their
22 judgment it can be done with safety; but such variation shall
23 not be valid unless expressly authorized in the certificate of

24 inspection hereinafter provided for, and shall be made subject
25 to the approval of the marine board.

1 SEC. 27. *And be it further enacted,* That every passen-
2 ger steamer, passenger sail-vessel, and freight steamer shall
3 have not less than three double-acting forcing pumps, with
4 chambers at least six inches in diameter, two to be worked
5 by hand and one by steam, if steam can be employed,
6 otherwise all to be worked by hand; one of such pumps
7 shall be placed near the stern, one near the stem, and one
8 amidships, each having a suitable, well-fitted hose, of at
9 least two-thirds the length of the vessel, kept at all times in
10 perfect order and ready for immediate use; each of which
11 pumps shall also be supplied with water by a pipe connected
12 therewith, and passing through the side of the vessel
13 so low as to be at all times in the water when she
14 is afloat. But in vessels not exceeding two hundred tons
15 burden, two of said pumps may be dispensed with; and in
16 vessels of over two hundred tons, and not exceeding five
17 hundred tons burden, one of said pumps may be dispensed
18 with; and a steam syphon or other contrivance which is an
19 equivalent of such pumps and hose, in the judgment of the
20 marine board, may be substituted for the pumps and hose
21 herein required.

1 SEC. 28. *And be it further enacted,* That every pas-
2 senger steamer and freight steamer shall be provided with

3 such apparatus or means as in the opinion of the inspectors
4 shall be requisite to steer such steamer, to be placed in such
5 part of the same as the inspectors, subject to direction by the
6 marine board, may deem best, to enable the officers and crew
7 to steer and control the steamer, in case the pilot or man at
8 the wheel is driven from it by fire.

1 SEC. 29. *And be it further enacted*, That in navigating
2 passenger steamers and freight steamers, iron rods, chains,
3 or wire ropes shall be employed and used, instead of wheel
4 ropes and tiller ropes ; and for a failure so to employ such iron
5 rods, chains, or wire ropes, or the substitutes for the same
6 herein authorized, the master, owner or owners, shall incur a
7 penalty of three hundred dollars ; but it shall be lawful for all
8 steamers, provided with the additional apparatus or means to
9 steer the same required in the preceding section, to use wheel
10 ropes and tiller ropes composed of hemp or other good and
11 sufficient material, around the barrel or axle of the wheel,
12 and to a distance not exceeding twenty-two feet therefrom,
13 and also in connecting the tiller or rudder yoke with iron rods,
14 chains, or wire ropes used for working the rudder. But no
15 more rope for this purpose shall be used than is sufficient to
16 extend from the connecting points of the tiller or rudder-
17 yoke placed in any working position, beyond the nearest
18 blocks or rollers, and to give sufficient play to work the ropes
19 on such blocks or rollers ; and there shall be chains extending

20 the whole distance of the ropes so connected with the tiller
21 or rudder-yoke, and attached or fastened to the same, and the
22 iron chains, rods, or wire ropes shall extend toward the wheel
23 in such manner, as to take immediate effect and work the rudder
24 in case the other ropes are burnt or otherwise rendered
25 useless; and such steering apparatus shall be so placed as to
26 be readily accessible in all its parts.

1 SEC. 30. *And be it further enacted,* That every passenger
2 steamer, passenger sail-vessel, and freight steamer, shall
3 have at least two good and suitable boats, supplied with oars, in
4 good condition at all times for service; and every passenger
5 steamer and passenger sail-vessel, of more than five hundred
6 tons, and not exceeding eight hundred tons burden, shall have
7 four life-boats; and every such vessel of more than eight hundred
8 tons, and not exceeding twelve hundred tons burden, shall
9 have six life-boats; and every such vessel of more than twelve
10 hundred tons and not exceeding sixteen hundred tons burden,
11 shall have eight life-boats; and every such vessel of more
12 than sixteen hundred tons, and not exceeding two thousand
13 tons burden, shall have ten life-boats; and every such
14 vessel of more than two thousand tons shall have twelve
15 life-boats; all of which boats shall be good, substantial,
16 safe, sea-boats, of proper construction, and well furnished
17 with oars and other necessary apparatus. And all sea-
18 going passenger steamers and passenger sail-vessels, shall

19 have such life-boats or other boats provided with suitable
20 disengaging apparatus, so arranged as to allow such boats
21 to be safely launched with their complements of passengers
22 while such vessels are under speed or otherwise, so as to allow
23 such disengaging apparatus to be operated by one person dis-
24 engaging both ends of the boat simultaneously from the tackles
25 by which it may be lowered to the water ; and such life-boats
26 shall be fitted with suitable compartments for provisions, and
27 shall each be supplied with four breakers, water-tight, of not
28 less capacity than eight gallons each. But the marine
29 boards are hereby authorized to exempt passenger steamers
30 navigating rivers only, from the obligation to carry the
31 life-boats herein provided for, such steamers having other
32 suitable provisions for the preservation of life in cases of fire
33 or other disaster. And the inspectors, subject to direction by
34 the marine board, may in their certificate authorize a vessel
35 to carry a smaller number of life-boats, and may require a
36 vessel to carry a larger number of life-boats than are herein
37 required, according to the number of passengers, officers, and
38 crew to be carried by such vessel, and the certificate in every
39 such case shall prescribe the requisite proportion of life-boats
40 to such passengers, officers, and crew. Every freight sail-
41 vessel bound on a voyage of the first class, as defined in the fifth
42 section of this act, and of one hundred tons burden or less, shall
43 have one boat; if of more than one hundred tons burden, and

44 less than two hundred tons burden, she shall have two boats ;
 45 if of more than two hundred tons, and less than six hundred
 46 tons burden, she shall have three boats; if of more than six
 47 hundred tons, and less than twelve hundred tons burden, she
 48 shall have four boats; if of more than twelve hundred tons,
 49 and less than sixteen hundred tons burden, she shall have
 50 five boats; and if of more than sixteen hundred tons burden,
 51 she shall have six boats; and such boats shall be good, sub-
 52 stantial, safe sea-boats, of suitable construction, properly pro-
 53 vided with oars, and of such size that the complement of
 54 boats shall be sufficient to carry the officers and crew of the
 55 vessel. And the marine board may authorize the substitution
 56 for a portion of such life-boats, such life-raft or life-rafts, or
 57 other like contrivances to insure safety to passengers, pro-
 58 vided such substitutes shall be properly supplied with com-
 59 partments for provisions and with breakers, and shall, in the
 60 judgment of such board, be equivalents for such life-boats for
 61 which they shall be substituted. But no such exemptions
 62 shall be valid unless expressed in the certificate of such in-
 63 spectors hereinafter provided; and such substitutes shall be
 64 authorized by such marine boards, subject to the approval of
 65 the Secretary of the Treasury, and under such regulations as
 66 he may prescribe.

1 SEC. 31. *And be it further enacted,* That every pas-
 2 senger steamer and passenger sail-vessel shall also be provided

3 with a good life-preserver, made of suitable material, or float
4 well adapted to the purpose, for each and every passenger ;
5 which life-preservers and floats shall always be kept in con-
6 venient and accessible places in such steamer and sail-vessel,
7 and in readiness for the use of the passengers ; and every
8 such steamer and sail-vessel shall also keep twenty fire-buckets
9 and five axes ; and there shall be kept on board every such
10 steamer and sail-vessel of six hundred tons burden, five
11 buckets and one axe for each one hundred tons, and in this
12 proportion as the tonnage of the steamer or sail-vessel in-
13 creases ; but no such steamer or sail-vessel of thirty-five hun-
14 dred tons or upwards shall be required to keep more than
15 three buckets for each one hundred tons, or more than one
16 axe for every five buckets.

1 SEC. 32. *And be it further enacted,* That barges em-
2 ployed in carrying passengers, while in tow of any steamer,
3 shall be subject to the provisions of the preceding section ;
4 and for every violation of this section the person or persons
5 so employing such a barge shall incur a penalty of one hun-
6 dred dollars.

1 SEC. 33. *And be it further enacted,* That every passen-
2 ger steamer and passenger sail vessel carrying passengers on
3 the main or lower deck, shall be provided with sufficient
4 means, convenient to such passengers, for their escape to the
5 upper deck in case of fire or other accident endangering life;

6 and all hatchways and openings in the spar decks of sea-
7 going vessels, subject to inspection, shall have coamings at
8 least fourteen inches in height.

1 SEC. 34. *And be it further enacted*, That every steamer
2 of seven hundred tons burden and upwards and built of iron,
3 the building of which shall begin after this act takes effect,
4 shall be divided by substantial, transverse, water-tight parti-
5 tions into not less three equal parts, or as nearly so as cir-
6 cumstances will permit, so that the fore part of the vessel
7 shall be separated from the engine-room by one of such parti-
8 tions, and so that the after part of the vessel shall be sepa-
9 rated from the engine-room by another of such partitions, and
10 every such partition shall be of equal strength with the side
11 plates of the vessel with which it is in contact; and every
12 screw steamer built of iron, the building of which shall begin
13 after this act takes effect, shall, in addition to the above par-
14 titions, be fitted with a small water-tight compartment enclos-
15 ing the after extremity of the shaft.

1 SEC. 35. *And be it further enacted*, That no loose hemp
2 shall be carried on board any passenger steamer or passenger
3 sail-vessel; nor shall hemp, cotton, hay, straw, or any other
4 easily ignitable commodity, be carried on the decks or guards
5 of any such steamer or passenger sail-vessel, unless the same
6 shall be protected by a complete and suitable covering of
7 canvas or other material, rendered fire-proof against sparks by

8 a solution of rubber or otherwise ; nor shall cotton be trans-
9 ported in any vessel of the United States except in bales; and
10 every such bale shall be covered with strong bagging, made
11 of hemp or other material authorized by the regulations of the
12 Secretary of the Treasury, and compactly bound with iron
13 hoops; nor shall coal oil or crude petroleum be carried on such
14 steamers or passenger sail-vessels, except on the decks or
15 guards thereof, or in open holds, where a free circulation of
16 air is secured, and at such distances from any furnaces or fires
17 as may be prescribed by the board of inspectors, subject to
18 direction from the marine board ; nor shall gunpowder, oil of
19 turpentine, oil of vitriol, camphene, explosive burning fluids,
20 or other explosive fluids be carried on board any such passen-
21 ger steamer or passenger sail-vessel as freight, except in cases
22 of special license for that purpose, as hereinafter provided ;
23 and all such articles kept on board as stores shall be secured
24 in metallic vessels ; and for every offence under this section
25 the owner or owners of such steamer or passenger sail-vessel
26 shall incur a penalty of one hundred dollars.

1 SEC. 36. *And be it further enacted*, That all gunpowder,
2 oil of turpentine, oil of vitriol, camphene, burning fluids, or
3 other explosive fluids, and all materials which ignite by fric-
4 tion, shall, when packed or put up for shipment on board
5 any passenger steamer, passenger sail-vessel, or freight
6 steamer, be packed or put up separately from each other and

7 from other articles, and the package, box, cask, or vessel con-
8 taining the same shall be distinctly marked on the outside
9 with the name or description of the articles contained there-
10 in; and every person who shall pack or put up, or cause to
11 be packed or put up, for shipment on board of any such ves-
12 sel, any gunpowder, oil of turpentine, oil of vitriol, camphene,
13 burning fluids, or other explosive fluids, or any materials which
14 ignite by friction, otherwise than as aforesaid, or shall ship
15 same, unless packed and marked as aforesaid, on board any
16 such vessel, shall be deemed guilty of a misdemeanor, and be
17 punished by a fine not exceeding one thousand dollars, or im-
18 prisonment not exceeding eighteen months, or both, according
19 to the aggravation of the offence, and such articles and mate-
20 rials shall be liable to seizure and forfeiture.

1 SEC. 37. *And be it further enacted,* That the master of
2 every vessel of the United States employed in the carriage of
3 passengers shall select crews for each life-boat or raft, and
4 each passenger shall be assigned, by due notice, to a life-boat
5 or raft at a designated part of the steamer in which he shall
6 seek safety in a case of emergency requiring the use of such
7 boats or rafts. Each cockswain of a boat or raft shall be
8 required by such master to keep his boat or raft in proper
9 order and efficiency; and it shall be the duty of such master
10 to require in the case of sea voyages of five hundred miles or
11 upwards that such cockswain under the supervision of the

12 officer of the watch, shall every night before sundown see
13 that his boat or raft is thoroughly equipped with spars, sails,
14 oars, boat-compass, provisions, and water, and in foggy weather,
15 and when in proximity to dangerous coasts, that the same is
16 kept in constant readiness; and every such master shall require
17 the crews of such boats or rafts to be repeatedly exercised at
18 their respective boats, rafts, and stations, that they may acquire
19 facility in equipping their boats and rafts, and using the disen-
20 gaging apparatus required by this act; and the master of every
21 steamer of the United States employed in carrying passengers
22 on any voyage, shall every night require the hose, pumps, or
23 other apparatus for extinguishing fires, to be rigged and made
24 ready for use. For every violation of the provisions of this
25 section such master shall incur a penalty of fifty dollars.

1 SEC. 38. *And be it further enacted*, That the board of in-
2 spectors established at a collection district within the district
3 of a coast marine board or lake marine board shall consist of
4 three members, who shall be of good character and suitable
5 qualifications to perform the services required of them by this
6 act within the respective districts for which they shall be ap-
7 pointed; one of which inspectors, from his practical knowledge
8 of shipbuilding and the uses of steam in navigation, shall be
9 fully competent to make a trustworthy estimate of the
10 strength, seaworthiness, and other qualities, of the hulls of
11 steamers and sail vessels and their equipment, and of the

12 complement of officers, petty officers, and crew deemed
13 essential to the safety of life and property when such vessels
14 are employed in the carriage of passengers, or otherwise,
15 and shall be called the inspector of hulls; another of whom,
16 from his knowledge and experience of the duties of an
17 engineer employed in navigating steamers, and also in the
18 construction and use of boilers and the machinery and ap-
19 purtenances therewith connected, shall be able to form a
20 trustworthy opinion of the quality of the material, the requi-
21 site supply of fuel, the strength, form, workmanship, and
22 suitableness of such boilers and machinery to be employed
23 in the carriage of passengers, or otherwise, without hazard
24 to life or property from imperfections in the material,
25 workmanship, or arrangement of any part of such appa-
26 ratus for navigating by steam, the complement of engi-
27 neers and men required for using such apparatus, and shall
28 be called the inspector of boilers and machinery; the other
29 of whom, from his practical knowledge of manning, rigging,
30 furnishing, and equipping vessels, shall be able to form a
31 trustworthy opinion of the quality of the material, the
32 strength, seaworthiness, and fitness of the rigging, spars,
33 masts, sails, chains, cables, anchors, and other furniture,
34 the amount of spare spars, masts, sails, chains, cables,
35 anchors, and other furniture, the number and kinds of sea-
36 men and officers required for safety to life and property

37 in navigating any vessel to be employed in the carriage of
38 passengers, or otherwise, and shall be called the inspector of
39 equipment. Assistant inspectors shall be assistant inspectors
40 of hulls, of boilers and machinery, or of equipment, accord-
41 ing to the duties which such assistants may be appointed to
42 perform, and shall aid and assist inspectors in the discharge
43 of their duties, and be subject to the direction of the board
44 of inspectors. The board of inspectors established at a col-
45 lection district within the district of an inland marine board
46 shall consist only of an inspector of hulls and an inspector of
47 boilers and machinery, having the qualifications aforesaid;
48 and all such inspectors and all assistant inspectors shall be
49 appointed and be removable, subject to the approval of the
50 Secretary of the Treasury, by the marine board within whose
51 district such inspectors are appointed to act. Such inspectors
52 shall be empowered and required to perform the duties herein
53 specified, to wit:

54 First. Upon application in writing by the master or any
55 owner, they shall, once in every six months at least, care-
56 fully inspect the hull of each passenger steamer, passenger
57 sail-vessel, and freight steamer, and of every freight sail-
58 vessel bound on a voyage of the first class, or being of the
59 burden of one hundred and fifty tons or upward and bound
60 on a voyage of the second class, as such classes are defined
61 in the fifth section of this act, inspecting such as belong to

62 their respective districts; and they shall satisfy themselves
63 that the hull, rigging, spars, masts, chains, anchors, cables,
64 and other furniture of such vessel so submitted to their
65 inspection, are suitable for the service in which she is to be
66 employed, and properly fitted; that she has suitable accom-
67 modations for her crew and passengers, and is in such a
68 condition throughout that she may be used in navigation
69 with safety to life and property, and that all the require-
70 ments of law in regard to fires, boats, pumps, hose, life-pre-
71 servers, floats, coamings, steering apparatus, and other things,
72 are faithfully complied with, and that she has on board the
73 requisite lights and means of making fog-signals; and if they
74 deem it expedient, they may direct such steamer or sail ves-
75 sel to be put in motion, and may adopt any other suitable
76 means to test her sufficiency and that of her equipment.
77 And in the case of vessels of the United States and of all
78 vessels carrying passengers, and bound from a port of the
79 United States on a voyage to a foreign country not contigu-
80 ous to the United States, such inspection shall be made for
81 every such voyage before clearance for the same; and in all
82 cases of the inspection of the hull of a vessel, such inspection
83 shall be made while she is without cargo on board; and such
84 inspectors shall prescribe in their certificate the greatest depth
85 of water a vessel subject to their inspection shall be allowed
86 to draw when laden, the requisite complement of officers and

87 crew and engineers, the amount of fuel necessary, the space
88 to be reserved for the same, the spare sails, spars, material
89 for rigging, chains, cables, anchors, and other furniture and
90 equipment, such vessel is required to carry on a voyage, and
91 the greatest number of passengers any passenger steamer or
92 passenger sail-vessel may carry in the various parts of such
93 vessel for which such number is not fixed by law; and such
94 inspectors shall prescribe in the certificate of every vessel
95 subject to inspection, and going upon any voyage of the first
96 or second class, that such vessel shall carry as a part of her
97 crew, a certain number of boys in such proportion, not exceed-
98 ing one to every one hundred and fifty tons of the burden
99 of such vessel, as may be required by the regulations
100 of the Secretary of the Treasury; and in the case of
101 a steamer, such inspectors shall prescribe the waters on
102 which she may be employed, and determine the time for
103 which the hull, equipments, boilers, and machinery will
104 be sufficient, and, if less than six months, shall prescribe
105 accordingly the time for the expiration of such certificate;
106 and such inspectors shall make in their certificates such
107 requirements in respect to the foregoing particulars as in
108 their judgment are proper and needful for the navigation
109 of any vessel inspected by them, with safety to life and
110 property, in the service in which she is to be employed; and
111 no such vessel shall depart from any port of the United

112 States unless the requirements of such certificates, in respect
113 to the foregoing particulars, shall be complied with. But
114 any owner, or the master of such vessel, may apply to the
115 marine board within whose district such inspection shall be
116 made for any modification of the requirements of such cer-
117 tificates, and such modification may be made, if in the judg-
118 ment of such board it can, with safety, be made and should
119 be made. Such modifications shall be reported by such
120 board to the Secretary of the Treasury.

121 Second. They shall also inspect the boilers of such pas-
122 senger steamers and freight steamers, before the same shall
123 be used, and once in every six months thereafter subject
124 them to a hydrostatic pressure, the limit to which, not ex-
125 ceeding one hundred and sixty-five pounds to the square
126 inch for high pressure boilers, may be prescribed by the
127 master, owner, or owners of such steamers, and they shall
128 satisfy themselves, by examination and experimental trials,
129 that the boilers are well made, of good and suitable
130 material; that the openings for the passage of water and
131 steam respectively, and all pipes and tubes exposed to heat,
132 are of proper dimensions, and free from obstructions, and
133 when boilers are so arranged that a water connecting-pipe
134 is employed, through which the water may pass from one
135 boiler to another, that there is also provided a similar steam
136 connection, having an area or opening into each boiler of

137 at least one square inch for every two square feet of effect-
138 ive heating surface contained in any one of the boilers so
139 connected, half the flue or tube and all other surfaces being
140 computed as effective; and in steamers hereafter built,
141 which shall employ four or more boilers set in a battery,
142 that the same are divided in such a manner that one half,
143 as nearly as may be, of the number of boilers employed,
144 will act independently of the other half, so far as relates
145 to the water connection; but the steam from all the boilers
146 may be connected as herein provided. They shall satisfy
147 themselves that the spaces between the flues are sufficient,
148 and that every steamer boiler hereafter built has not less
149 than three inches of clear space for water between and
150 around its internal flues, and that the fire-line of the fur-
151 nace is below the prescribed water-line of the boilers;
152 and that such boilers, and the machinery and the appur-
153 tenances, may be safely employed in the service proposed
154 in the written application, without peril to life; and they
155 shall also satisfy themselves that the safety-valves are of
156 suitable dimensions, sufficient in number, well arranged,
157 and in good working order, one of which, of such dimen-
158 sions and arrangements as shall be prescribed by the board
159 of inspectors, subject to direction by the marine board,
160 or more than one, if necessary, to secure safety, shall be
161 placed on the boilers of every steamer, and shall be loaded

162 to a pressure not exceeding five pounds above the work-
163 ing steam pressure allowed, and shall be secured by the
164 inspectors against the interference of all persons engaged
165 in the management of the steamer or her machinery; that
166 there is a good and sufficient water gauge and steam gauge,
167 indicating the height of the water and the pressure of the
168 steam, and a full set of gauge cocks for each of the boilers,
169 whether connected or otherwise, and that in or upon the
170 outside flue of each outside high pressure boiler, there is
171 placed in a suitable manner alloyed metals, fusible by the
172 heat of the boiler when raised to the highest working pres-
173 sure allowed, and that in or upon the top of the flues of all
174 other high pressure boilers in the steamer, such alloyed
175 metals are placed, as aforesaid, fusing at ten pounds greater
176 pressure than said metals on the outside boilers, thereby,
177 in each case, letting steam escape; and that adequate and
178 certain provision is made for an ample supply of water to
179 feed the boilers at all times, whether such steamer is in
180 motion or not; so that, in high pressure boilers, the water
181 shall not be less than four inches above the flue. But in
182 steamers hereafter supplied with new high pressure boilers,
183 if the alloy fuses on the outer boilers at a pressure of ten
184 pounds exceeding the working pressure allowed, and at
185 twenty pounds above said pressure on the inner boilers, it
186 shall be a sufficient compliance with this act. Such alloyed

187 metals so required to be placed in or upon the flues of
188 boilers shall, however, be fusible at a temperature not ex-
189 ceeding four hundred and forty-five degrees of the Fahren-
190 heit thermometer.

191 Third. In subjecting to the hydrostatic test aforesaid
192 boilers called and usually known under the designation of
193 high-pressure boilers, the inspectors shall assume one hun-
194 dred and twenty-five pounds to the square inch as the maxi-
195 mum pressure allowable as a working power for a new
196 boiler forty-two inches in diameter, made of inspected iron
197 plates, at least one-fourth of an inch thick, in the best
198 manner, and of the quality herein required, and shall rate
199 the working power of all high-pressure boilers, whether
200 of greater or less diameter, old or new, according to their
201 strength compared with this standard; and in all cases the
202 test applied shall exceed the working power allowed in
203 the ratio of one hundred and sixty-five to one hundred and
204 ten, and no high-pressure boilers hereafter made shall be
205 rated above this standard; but where steel plates of approved
206 quality are used in the construction of boilers, the working
207 pressure allowed may rate at thirty per centum in excess of
208 iron; and in subjecting to the test aforesaid that class of boilers
209 usually designated and known as low-pressure boilers, the
210 said inspectors shall allow as a working power of each new
211 boiler a pressure of only three-fourths the number of pounds
H. R. 1163—6

212 to the square inch to which it shall have been subjected by
213 the hydrostatic test, and found to be sufficient therefor, using
214 the water in such tests at a temperature not exceeding one
215 hundred and ten degrees Fahrenheit; but should such inspec-
216 tors be of the opinion that such boiler, by reason of its con-
217 struction or material, will not safely allow so high a working
218 pressure, they may, subject to the direction of the marine
219 board, for reasons to be stated specifically in their certificate,
220 fix the working pressure of such boiler at less than three-
221 fourths of said test pressure; and no low-pressure boiler here-
222 after made shall be rated in its working pressure above the
223 aforesaid standard; and the same rules shall be observed
224 in regard to boilers heretofore made, unless the propor-
225 tion between such boilers and the cylinders, or some other
226 cause, renders it manifest that its application would be unjust,
227 in which cases the inspectors may, subject to the direction
228 aforesaid, depart from these rules, if it can be done with
229 safety; but in no case shall the working pressure allowed
230 exceed the hydrostatic test, and no valve under any circum-
231 stances shall be loaded or so managed in any way as to sub-
232 ject a boiler to a greater pressure than the amount allowed
233 by the inspectors, nor shall any boiler or pipe be approved
234 which is made in whole or in part of bad material, or is unsafe
235 in its form, or dangerous from defective workmanship, age,
236 use, or any other cause, or which has a greater working

237 pressure than one hundred and fifty pounds to the square
238 inch; and no boiler hereafter built, to which the heat is
239 applied on the outside of the shell, shall, if employed in any
240 steamer, be constructed of plates of more than three-tenths
241 of an inch in thickness, the ends or heads of the boiler only
242 excepted.

243 Fourth. When the inspection in detail is completed and
244 the inspectors approve of the steamer, passenger sail-vessel
245 or freight sail-vessel and her equipment throughout, and find
246 the same in conformity with the provisions of this act, they
247 shall make and subscribe a certificate thereof to the collector
248 of the district in accordance with forms to be prescribed
249 by the Secretary of the Treasury. And such inspectors
250 shall prescribe in such certificate what is required of such
251 vessels in the particulars in respect to which such inspectors
252 are required to prescribe for vessels, in the first division of
253 this section, which certificate shall be verified by the decla-
254 ration of the inspectors signing it, before a person compe-
255 tent by law to administer oaths. And in any case involving
256 an inquiry into the seaworthiness of any vessel, subject to
257 inspection, which shall be navigated without such a certifi-
258 cate as aforesaid in force, or in violation of the require-
259 ments aforesaid prescribed in such certificate by the board of
260 inspectors, such vessel shall be deemed unseaworthy unless
261 proved to be seaworthy. And in case such inspectors do

262 not grant a certificate of approval, they shall make and
263 subscribe a written statement over their names of such dis-
264 approval, and the reasons for the same ; and any master or
265 owner of a vessel so disapproved, or upon which the inspec-
266 tors have ordered repairs to be made, may, within thirty days
267 after notice of such disapproval or order, on application to the
268 marine board, have the case examined anew by such marine
269 board upon producing the statement of the reasons assigned
270 by the inspectors for their doings in the premises, or a certi-
271 fied copy of the same ; and such marine board may revoke
272 or modify the decision of the board of inspectors, or grant a
273 certificate of approval, as the case may, in the judgment of such
274 board, require. Any certificate of approval may be revoked
275 and cancelled by the marine board within whose district such
276 certificate was granted, in any case in which such board has
277 reason to believe that there was any fraud or mistake com-
278 mitted or made in the granting of such certificate, or that since
279 the granting of such certificate, the hull, rigging, equipments,
280 boilers, or machinery of such vessel have sustained any in-
281 jury or are otherwise insufficient; and no such certificate of
282 approval shall, in the case of steamers, be held in force beyond
283 six months from its date or the date fixed therein for its ex-
284 piration; and no certificate shall be in force after notice of its
285 revocation is given by the marine board revoking it to the
286 owner, agent, or master of the vessel to which the certificate

287 relates. But in case any vessel is absent from the United
288 States at the time for the 'expiration of her certificate, or at the
289 time of such notice of revocation, her certificate shall continue
290 in force until her next subsequent retur to the United States

291 Fifth. Upon the application of the master, owner or
292 owners of any passenger steamer, or passenger sail-vessel,
293 for a license to carry gunpower, oil of turpentine, oil of
294 vitriol, camphene, burning fluids, or other explosive fluids,
295 and materials which ignite by friction, or either of them,
296 the inspectors shall examine such vessel, and if they find
297 that she is provided with chests or safes composed of metal,
298 or entirely lined therewith, or one or more apartments
299 thoroughly lined with metal at a secure distance from any
300 fire, they may grant a certificate to that effect, subject to the
301 direction of the marine board, authorizing such vessel to
302 carry as freight any of the articles aforesaid, those of each
303 description to be secured in such chest, safe, or apartment,
304 containing no other article, and carried at a distance from
305 any fire, to be specified in the certificate. But compact
306 packages of friction matches, securely packed in strong,
307 tight, wooden chests or boxes, the covers of which shall be
308 firmly fastened on by locks, screws, or other fastenings, and
309 which shall be stowed in a safe part of the steamer designated
310 in their license by the inspectors, and at a safe distance from
311 any fire, need not be carried in chests or safes composed of or

312 lined with metal or in any apartments so lined. Any such
313 certificate may be revoked or annulled at any time by the
314 marine board, upon proof that any of the said articles have
315 been carried on board such vessel at a place or in a manner
316 not authorized by such certificate, or that any of the pro-
317 visions of this title in relation thereto have been violated.

318 Sixth. The said inspectors shall keep a regular record
319 of certificates of inspections of vessels, their hulls, boilers,
320 engines, machinery, and other appurtenances, whether
321 of approval or disapproval, and of requirements con-
322 cerning their their officers, crews, rigging, furniture,
323 equipment, and other particulars, and, when recorded, the
324 original shall be delivered to the collector of the district;
325 they shall keep a like record of certificates authorizing gun-
326 powder, oil of turpentine, oil of vitriol, camphene, burning
327 fluids, or other explosive fluids, and materials which ignite
328 by friction, or either of them, to be carried as freight by any
329 passenger steamer or passenger sail-vessel; and, when re-
330 corded, they shall deliver the originals to such collector.

331 Seventh. In addition to the semi-annual inspection, it
332 shall be the duty of said inspectors to examine, seasonably,
333 vessels subject to inspection, arriving and departing, so often
334 as to enable them to detect any neglect to comply with the
335 requirements of law, and also any defects or imperfections
336 becoming apparent after the inspection aforesaid, and tend-

337 ing to render the navigation of such vessels unsafe; which
338 service may be performed by one of the board; and if he
339 shall discover any omission to comply with the law, or
340 that repairs have become necessary to make such vessels
341 safe, he shall at once notify, in writing, the master, stating
342 in the notice what is required and the reasons of such re-
343 quirements; and if the master deems the requirements un-
344 reasonable or unnecessary, he may take the opinion of the
345 board of inspectors thereon, and if dissatisfied with the de-
346 cision of such board, may apply for a re-examination of
347 the case to the marine board, as is hereinbefore provided;
348 and if he shall refuse or neglect to comply with the require-
349 ments of the board of inspectors, and shall, contrary there-
350 to, and while the same remain unreversed by the marine
351 board, navigate such vessel, the master and owner or owners
352 of the same shall be liable for any damage to freight, pas-
353 sengers, and their baggage, which shall occur from any
354 defects so as aforesaid stated in said notice; and all in-
355 spections and orders shall be promptly made by the inspec-
356 tors and marine boards; and, where it can be safely done, in
357 their judgment, they shall permit repairs to be made where
358 those interested can most conveniently do them; and no in-
359 spectors of one district shall modify or annul the doings of
360 the inspectors of another district in regard to repairs, unless
361 there is a change in the state of things demanding more re-
362 pairs than were deemed necessary when the order was made

363 Eighth. The board of inspectors, when thereto re-
364 quested by the marine board, shall inspect vessels belonging
365 to districts where no board of inspectors is established, and
366 within the marine district of such marine board; and if a
367 certificate of approval is not granted, no other inspection
368 shall be made by the same or any other board until the
369 objections made by the inspectors are removed; and if any
370 vessel subject to inspection shall be navigated after the
371 board of inspectors have refused to make the collector a
372 certificate of approval, and such refusal is unreversed as
373 herein provided, the owner or owners of the same shall incur
374 a penalty of five hundred dollars for every offence. But
375 nothing herein contained shall impair the right of the
376 inspectors to permit such vessel to go to another port for
377 repairs, if, in their opinion, subject to direction from the
378 marine board, it is safe to do so.

379 Ninth. The said board of inspectors shall report promptly
380 to the collector of the district the names of all vessels subject
381 to inspection, whose owner or owners neglect or refuse to
382 make such repairs as may be ordered under the provisions
383 of this title, and the names of all vessels for which certifi-
384 cates of approval have, on application, been refused.

385 Tenth. It shall at all times be the duty of all certificated
386 masters, mates, engineers, and pilots, to assist the inspectors
387 and marine boards in the examination of any vessel, subject

388 to inspection, to which any such engineer, mate, or pilot
389 belongs, and to point out all defects and imperfections in the
390 hull, rigging, or any apparatus for navigating by steam or
391 sails, and also to make known to them, at the earliest oppor-
392 tunity, all accidents occasioning serious injury to such vessel
393 or her equipment, whereby life may be in danger; and in
394 default thereof, the certificate of any such engineer, pilot, or
395 mate, shall be revoked; and it shall be lawful for the in-
396 spectors and members of marine boards, in the execution of
397 their duties, to go on board any vessel subject to inspection
398 at all reasonable times, and to inspect the same, or any part
399 thereof, or any machinery, boats, rigging, equipments, or
400 articles on board thereof, or any certificate of any master,
401 mate, engineer, or pilot, not unnecessarily detaining or de-
402 laying the vessel from proceeding on her voyage, and if, in
403 consequence of any accident to any such vessel, or for any
404 other reason, the board of inspectors shall consider, subject
405 to the direction of the marine board, that it is necessary so
406 to do, to require the vessel to be taken into dock for the
407 purpose of inspecting the hull thereof; and any person who
408 shall hinder any inspector or member of a marine board
409 from going on board any such vessel, or otherwise impede
410 him in the execution of his duty, shall incur a penalty not
411 exceeding fifty dollars.

1 SEC. 39. *And be it further enacted,* That in those cases
2 where the number of passengers in the various parts of a
3 vessel is limited by the certificate of the inspectors, it shall
4 not be lawful to take passengers on board of any such vessel
5 otherwise than as authorized by the inspectors in the certi-
6 ficate; and the master and owner or owners, or either of
7 them, shall be liable to forfeit ten dollars for each passenger
8 beyond the number allowed in any such vessel or in any part
9 thereof, and to every passenger the amount of his or her pas-
10 sage money. And, moreover, in all cases of an express or
11 implied undertaking to transport passengers by steamers,
12 whenever barges, or other craft impeding progress, are taken
13 in tow for a distance exceeding five hundred miles, without
14 previous and seasonable notice to such passengers, the owner
15 or owners of such steamer shall be liable to such passengers
16 for the money paid by them respectively for the passage, and
17 to pay also the damage caused by such default or delay.

1 SEC. 40. *And be it further enacted,* That if the master
2 of a steamer, or any other person, whether acting under
3 orders or not, shall intentionally load or obstruct, or cause to
4 be loaded or obstructed, in any way or manner, the safety-
5 valve or valves of a boiler, or shall employ any other means
6 or device whereby the boiler shall be subjected to a greater
7 pressure than the amount allowed by the certificate of the
8 inspectors, or shall be exposed to a greater pressure, or shall

9 intentionally derange or hinder the operation of any ma-
10 chinery or device employed to denote the state of the water
11 or steam in any boiler, or to give warning of approaching
12 danger, he and every person concerned therein, directly or
13 indirectly, shall forfeit two hundred dollars for each offence,
14 and may, at the discretion of the court, be, in addition thereto,
15 imprisoned not exceeding eighteen months.

1 SEC. 41. *And be it further enacted,* That whenever the
2 master of any steamer shall stop the motion or headway
3 of the same, or when such steamer shall be stopped for the
4 purpose of discharging or taking in cargo, fuel, or passengers,
5 such master shall open or cause to be opened the safety-valve,
6 so as to keep the steam down in the boiler as near as practi-
7 cable to what it is when such steamer is under headway.
8 Every person violating the provisions of this section shall
9 incur a penalty of two hundred dollars for each offence.

1 SEC. 42. *And be it further enacted,* That if at any time
2 there is a deficiency of water in a boiler, caused by suffering
3 it to fall below three inches above the flue, as herein pre-
4 scribed, unless such deficiency happens through inevitable
5 accident, the master, if such deficiency is caused by his order,
6 consent, or connivance, and also the engineer, or other person
7 whose duty it is to keep up the supply of water, shall be
8 deemed guilty of an offence, for which they shall severally
9 incur a penalty of one hundred dollars; and if an explo-

10 sion or collapse happens in consequence of such deficiency,
11 they, or any of them, may also be punished by imprisonment
12 for a period of not less than six nor more than eighteen months.

1 SEC. 43. *And be it further enacted,* That all boilers
2 made of iron or steel, and employed in steamers of the
3 United States, shall be constructed of plates which have been
4 stamped according to the provisions of this act.

1 SEC. 44. *And be it further enacted,* That it shall be the
2 duty of such inspectors to ascertain the quality of the material
3 of which the boiler plates of any boiler so submitted to their
4 inspection are made, and to satisfy themselves, by any suitable
5 means, whether the mode of manufacturing has been such as
6 to produce iron equal to good iron made with charcoal, and
7 such as in their judgment may be used for generating steam-
8 power without hazard to life; and no such boiler shall be
9 approved which is made of unhammered iron or of unsuitable
10 material, or of which the manufacture is imperfect, or is not
11 in their opinion of suitable strength, or whose plates are less
12 than one-fourth of an inch in thickness, for a high-pressure
13 boiler of forty-two inches in diameter, and in that proportion
14 of strength according to the maximum of working pressure
15 allowed for high-pressure boilers of greater or less diameter,
16 or which is made of any iron but wrought iron of a quality
17 equal to good iron made with charcoal and double-hammered.

1 SEC. 45. *And be it further enacted,* That all plates

2 of boiler iron or boiler steel shall be distinctly and permanently
3 stamped, in such manner as the Secretary of the Treasury
4 shall prescribe, with the name of the manufacturer, the quality
5 of the iron or steel, the name of the place where the same
6 was manufactured, and in such manner as to show whether
7 the same, if iron, is hammered or not hammered, and if prac-
8 ticable, in such place or places that the mark shall be left visi-
9 ble after the plates are worked into boilers.

1 SEC. 46. *And be it further enacted,* That it shall be un-
2 lawful to use in any steamer of the United States, for gener-
3 ating steam for power, a boiler, or steam pipe connecting the
4 boilers, made of iron or steel which has not been stamped by
5 the manufacturer, as herein provided; and if any person shall
6 make, for use in any such steamer, a boiler of iron or steel not
7 stamped, intended to generate steam for power, he shall, for
8 any such offence, forfeit five hundred dollars; and any person
9 using or causing to be used in any such steamer such a boiler
10 to generate steam for power, shall forfeit a like sum for each
11 offence.

1 SEC. 47. *And be it further enacted,* That if any person
2 shall counterfeit the marks and stamps required by this act,
3 or shall falsely stamp any boiler iron or boiler steel, and be con-
4 victed thereof, he shall be fined not exceeding five hundred dol-
5 lars, and imprisoned not exceeding two years. And if any person
6 or persons shall stamp or mark plates with the name or marks

7 of another, with intent to mislead, deceive, or defraud, such
 8 person or persons shall be liable to any one injured thereby
 9 for all damage occasioned by such fraud or deception.

1 SEC. 48. *And be it further enacted,* That no person
 2 interested as patentee, in any way, direct or indirect, in life-
 3 preservers, life-boats, or any other contrivance required for
 4 steamers or passenger sail-vessels by the provisions of this
 5 act, or connected, as a member or otherwise, with any asso-
 6 ciation of steamboat pilots, engineers, masters, or owners of
 7 steamers or passenger sail-vessels, shall be deemed competent
 8 to hold the office of inspector, assistant inspector, or member
 9 of a marine board, or to discharge the duties of the same.
 10 Every person violating the provisions of this section shall
 11 incur a penalty of five hundred dollars and forfeit his office.

1 SEC. 49. *And be it further enacted,* That it shall be the
 2 duty of each of the collectors for the districts aforesaid to
 3 make known, without delay, to the collectors of all the dis-
 4 tricts at which there is a board of inspectors, the names of all
 5 vessels subject to inspection whose owner or owners neglect
 6 or refuse to make such repairs as may be ordered under the
 7 provisions of this act, and the names of all such vessels for
 8 which certificates of approval have been, on application, re-
 9 fused.

1 SEC. 50. *And be it further enacted,* That it shall be the
 2 duty of the collectors, and of the inspectors and marine boards

3 aforesaid, within their several districts, to enforce the provis-
4 ions of law against all vessels subject to inspection, arriving
5 and departing; and any collector or inspector or member of a
6 marine board who shall negligently or intentionally fail to
7 perform his duty in this particular shall incur a penalty of one
8 hundred dollars for each offence and be removed from office.

1 SEC. 51. *And be it further enacted,* That the collector
2 shall retain on file all original certificates of the inspectors re-
3 quired by this act to be delivered to him, and shall give to
4 the master, or some owner of any freight steamer or freight
5 sail-vessel named therein, one certified copy, as evidence of
6 the authority thereby conferred, and to the master or some
7 owner of any passenger steamer or passenger sail-vessel named
8 therein, three certified copies thereof, one of which shall be
9 placed by such master or owner in some conspicuous place in
10 such vessel where it will be most likely to be observed by
11 steerage passengers, and there kept at all times; another shall
12 be placed, and at all times kept, in some other conspicuous
13 place, where it will be most likely to be observed by the other
14 passengers and persons on board; the other copy shall be
15 retained by such master or owner, as evidence of the au-
16 thority thereby conferred; and any person who shall receive
17 on board, for passage, or carry any passenger in a passen-
18 ger steamer or passenger sail-vessel, not having certified
19 copies of the certificate of approval, as required by this act,

20 placed and kept as aforesaid, or who shall receive or carry
21 any gunpowder, oil of turpentine, oil of vitriol, camphene,
22 burning fluids, or other explosive fluids, or materials which
23 ignite by friction, as freight, on board any passenger steame
24 or passenger sail-vessel not having a certificate authorizing
25 the same, and certified copies thereof placed and kept as
26 aforesaid; or who shall stow or carry any of said articles, at
27 a place or in a manner not authorized by such certificate, shall
28 forfeit and pay for each offence one hundred dollars.

1 SEC. 52. *And be it further enacted,* That the Secretary
2 of the Treasury shall cause to be prepared a synopsis of such
3 of the laws relating to the carriage of passengers and their
4 safety on board passenger steamers and passenger sail-vessels
5 as he shall deem expedient, and shall have the same printed
6 in convenient form in the English, French, and German
7 languages, to be framed under glass, and shall give for any
8 such vessel three copies, one in each of such languages, on
9 the application of its master, owner, or owners, who shall,
10 without unnecessary delay, have the same framed under
11 glass, and shall place and keep them in conspicuous places
12 in such vessel, in the same manner as herein provided in
13 regard to copies of certificates of inspectors; and no clear-
14 ance shall be issued to such vessel until the collector shall
15 be satisfied that the provisions of this section have been com-
16 plied with by such master, owner, or owners; and in case

17 such master, owner, or owners shall neglect or refuse to com-
18 ply with the provisions of this section, he or they shall in-
19 cur, for each offence, a penalty of one hundred dollars.

1 SEC. 53. *And be it further enacted,* That every inspector
2 who shall negligently or wilfully certify falsely touching any
3 vessel, her hull, accommodations, boilers, engines, machinery,
4 or their appurtenances, or her rigging, furniture, officers, en-
5 gineers, crew, lading, fuel, or any of her equipments, or any
6 matter or thing contained in any certificate signed and de-
7 clared by him to be true, and every assistant inspector who,
8 in any report in writing to any board of inspectors, shall neg-
9 ligently or wilfully make any false statement touching any
10 vessel, in any of the said particulars, or in any other particu-
11 lars, shall, on conviction thereof, be punished by fine not ex-
12 ceeding one hundred dollars, or imprisonment not exceeding
13 six months, or both, according to the aggravation of the of-
14 fence.

1 SEC. 54. *And be it further enacted,* That if any vessel
2 having a certificate as required by this act, shall be navigated
3 without having her hull, accommodations, boilers, engines,
4 machinery, and their appurtenances, and all her equipments,
5 rigging, furniture, officers, engineers, crew, lading, fuel, and
6 all other things in every respect conformable to such certifi-
7 cate, the master by whom she shall be so navigated, having
8 knowledge of such defect, and every owner thereof, having

9 such knowledge, shall be punished by fine not exceeding one
 10 hundred dollars, or imprisonment not exceeding two months,
 11 or both, according to the aggravation of the offence. But
 12 such master or owner shall not be liable for loss or deficiency
 13 occasioned by the dangers of navigation, or other cause be-
 14 yond his control, if such loss or deficiency shall be supplied
 15 as soon as practicable.

1 SEC. 55. *And be it further enacted,* That on any steamers
 2 navigating rivers only, when from darkness, fog, or other
 3 cause, the pilot on watch shall be of the opinion that the
 4 navigation is unsafe, or from accident to or derangement of
 5 the machinery of the steamer, the engineer on watch shall be
 6 of the opinion that the further navigation of such steamer is
 7 unsafe, she shall be brought to anchor or moored as soon as
 8 it prudently can done. But if the master shall, after being so
 9 admonished by either of such officers, elect to pursue such
 10 voyage, he may do the same; but in such case both he and
 11 the owner or owners of such steamer shall be answerable for
 12 all damages happening in consequence from such causes to
 13 the person of any passenger and to his baggage, and to any
 14 of the freight; and no degree of care or diligence shall in
 15 such case be held to justify or excuse the master or such
 16 owner or owners.

1 SEC. 56. *And be it further enacted,* That two printed copies
 2 of the rules and regulations prescribed in the fifth title of this

3 act, and of the additions to the same that shall be hereafter
4 made, shall at all times be kept up in conspicuous places on
5 every passenger steamer and passenger sail-vessel, by the
5 master of the same. Any pilot, engineer, or master of any
6 such vessel, who shall neglect to observe such rules and regu-
7 lations, or shall violate any of the provisions of this section,
8 shall incur a penalty of thirty dollars for each offence, and be
9 liable for all damage to any passenger in his person or bag-
10 gage caused by such neglect.

1 SEC. 57. *And be it further enacted*, That whenever
2 damage is sustained on board a passenger steamer or passen-
3 ger sail-vessel by any passenger or his baggage, from ex-
4 plosion, fire, collision, or other cause, the master and the
5 owner or owners of such steamer, or either of them, shall be
6 liable to each and every such person so injured in person or
7 property, to the full amount of damage, if it happens through
8 any neglect to comply with the provisions of this act, or
9 through known defects or imperfections of the steaming ap-
10 paratus, hull, or equipment; and every person sustaining loss
11 or injury through the carelessness, negligence, or wilful mis-
12 conduct of an engineer or pilot, or his neglect or refusal to
13 obey the provisions of law herein prescribed as to navigating
14 steamers, may sue such engineer or pilot, and recover
15 damages for any such loss or injury so caused.

1 SEC. 58. *And be it further enacted*, That the owner or

2 owners of any steamer, by or in consequence of whose fraud,
3 or connivance, the life or lives of any person or persons on
4 board such steamer may be destroyed, and every master, en-
5 gineer, pilot, or other person employed on board such steamer,
6 and every public officer by whose misconduct, negligence, or
7 inattention to his duties, the life or lives of any person or per-
8 sons on board such steamer may be destroyed, shall be
9 deemed guilty of manslaughter, and, upon conviction thereof
10 in any circuit court in the United States, shall be sentenced to
11 imprisonment at hard labor for a period of not more than ten
12 years.

1 SEC. 59. *And be it further enacted,* That in all suits
2 and actions against an owner or owners of any steamer, for
3 injuries to person or property caused by the bursting of the
4 boiler of any such steamer, or the collapse of a flue, or other
5 injurious escape of steam, such owner or owners shall be
6 deemed liable for negligence, unless he or they shall prove
7 that such injuries were not caused by his or their negligence,
8 or the negligence of any person in his or their employment.

1 SEC. 60. *And be it further enacted,* That once in every
2 six months, and before issuing a certificate of registry or
3 license to any vessel subject to inspection, the collector shall
4 demand and receive from the owner or owners of such vessel,
5 as a compensation for the inspections and examinations made
6 for the six months, in addition to the fees for issuing certifi-

7 cates of registry and licenses allowed by law, for each steamer
8 of one hundred tons or less, and for every sail-vessel of two
9 hundred tons or less, fifteen dollars, and, in addition thereto,
10 for every such steamer of more than one hundred tons, and
11 every such sail-vessel of more than two hundred tons, such
12 sum, and, in addition thereto, for every additional ton, two
13 and a half cents.

1 SEC. 61. *And be it further enacted,* That each inspector
2 shall keep an accurate account of every vessel boarded by him
3 during the year, and of all his official acts and doings, which,
4 in the form of a report, he shall communicate to the marine
5 board on the first days of May and November in each year.

1 SEC. 62. *And be it further enacted,* That the Secretary
2 of the Treasury shall provide the inspectors with a suitable
3 number of proper instruments, of uniform construction, so as
4 to give uniform results, to test the strength of boilers. Every
5 master of any passenger steamer or passenger sail-vessel shall
6 keep on board the same at least two copies of the provisions
7 of this title, to be furnished to him by the Secretary of the
8 Treasury; and if the master shall neglect or refuse so to do, or
9 shall unreasonably refuse to exhibit a copy of the same to any
10 passenger who shall ask it, he shall forfeit twenty dollars.

1 SEC. 63. *And be it further enacted,* That any inspector,
2 assistant inspector, member of a marine board, or person ap-
3 pointed to examine applicants for certificates of competency,

4 who shall, upon any pretence, receive any fee or reward for
5 his services rendered under this act, except what is herein
6 allowed to him, shall forfeit his office; and if found guilty, on
7 indictment, he shall be otherwise punished by fine not exceed-
8 ing five hundred dollars, or imprisonment not exceeding six
9 months, or both, according to the aggravation of the offence.

1 SEC. 64. *And be it further enacted,* That the Secretary
2 of the Treasury may procure for the marine boards and in-
3 spectors of vessels such stationery, printing, instruments, and
4 other things necessary for the use of their respective offices,
5 as may be required therefor; and he shall make such rules
6 and regulations as may be necessary to secure the proper
7 efficiency of such marine boards and inspectors and the exe-
8 cution of the provisions of this act; and he may from time to
9 time cause special examinations to be made into the adminis-
10 tration of such marine boards and of the inspection laws.

1 SEC. 65. *And be it further enacted,* That the members
2 of the marine boards, the inspectors and assistant inspectors,
3 shall execute proper bonds, with sureties, in such form as the
4 Secretary of the Treasury may prescribe, and subject to his
5 approval, conditioned that they will faithfully perform the
6 duties of their respective offices, and safely keep and account
7 for all property of the United States intrusted to them.

1 SEC. 66. *And be it further enacted,* That the provisions
2 of this title shall not apply to public vessels of the United

3 States. The inspection and certificate herein required shall,
4 in all cases of ocean steamers constructed under contract with
5 the United States for the purpose, if desired, of being con-
6 verted into war steamers, be made by a chief engineer of the
7 navy, to be detailed for that service by the Secretary of the
8 Navy; and he shall report both to said Secretary and to the
9 marine board of the district where he shall make any inspec-
10 tion.

1 SEC. 67. *And be it further enacted,* That the amount of
2 the several penalties imposed by the provisions of this title
3 upon the owner or owners of steamers, shall be liens on the
4 vessels in the employment of which such provisions shall be
5 violated; and such vessels may be libelled therefor in any
6 circuit court or district court of the United States, within the
7 jurisdiction of which such vessels shall arrive.

1 SEC. 68. *And be it further enacted,* That all the penal-
2 ties imposed in this title may be sued for and recovered in
3 the name of the United States in the district court or circuit
4 court within the jurisdiction of which the offence shall have
5 been committed, or in which the offender may reside. One
6 half of such penalties when recovered, unless otherwise pro-
7 vided, shall be to the use of the informer, and one half to the
8 use of the United States. Such penalties may also be recov-
9 ered in an action of debt by any person who will sue therefor
10 in any court of the United States. But nothing herein shall

11 prevent the recovery of such penalties in any other form of
12 legal proceedings.

1 TITLE III.

2 OF THE CARRIAGE OF PASSENGERS IN VESSELS.

3 SEC. 69. *And be it further enacted,* That no vessel,
4 whether of the United States or of a foreign country, bound
5 on a voyage from any port or place in Mexico, or any
6 foreign port or place in a foreign territory not contiguous to
7 the United States, to any port of the United States, or from
8 any port of the United States to any port or place in Mexico
9 or any foreign port or place in a foreign territory not con-
10 tiguous to the United States, or bound on a voyage from any
11 port of the United States on the Atlantic ocean or on any of
12 its tributaries, to any port or place on the Pacific ocean or on
13 any of its tributaries, or from any such last named port or
14 place to any port of the United States on the Atlantic ocean
15 or on any of its tributaries, shall take on board the same as
16 passengers, at any such port or place and bring into, or carry
17 from the United States, a greater number of persons, in-
18 cluding every individual on board, than in the proportion of
19 one to every two tons of the burden of such vessel, not in-
20 cluding children under the age of one year in the computa-
21 tion, and computing two children over one year and under
22 eight years of age, as one passenger. And no such vessel,
23 bound on any of the voyages aforesaid, shall carry under the

24 poop, or in the round-house or deck-house, or on the upper
25 passenger deck, a greater number of passengers than in the
26 proportion of one passenger to every sixteen clear superficial
27 feet of deck allotted to their use; or shall carry on her lower
28 passenger deck a greater number of passengers than in the
29 proportion of one passenger to every eighteen clear super-
30 ficial feet of deck allotted to their use; but if the height
31 between such lower passenger deck and the deck immedi-
32 ately above it shall be seven and a half feet or more, passen-
33 gers may be carried in the proportion of one passenger for
34 every fourteen such clear superficial feet; if such height shall
35 be less than seven feet, or if the apertures, exclusive of side
36 scuttles, through which light and air shall be admitted to-
37 gether to the lower passenger deck shall be less in size
38 than in the proportion of three square feet to every one
39 hundred superficial feet of the lower passenger deck, no
40 greater number of passengers shall be carried on such deck
41 than in the proportion of one passenger to every twenty-
42 five feet thereof; and no passengers shall be carried on
43 such deck, if the height between it and the deck imme-
44 diately over it shall be less than six feet; and no vessel
45 bound on any of such voyages, whatever be her tonnage
46 or superficial space of passenger decks, shall carry a greater
47 number of passengers on the whole than in proportion of
48 one passenger to every five superficial feet, clear for exer-

49 cise, on the upper deck or poop, or (if properly secured
50 and fitted on the top with a railing or guard) on any
51 round-house or deck-house; and in the measurement of the
52 passenger decks, poop, round-house or deck-house, the
53 space for the hospital and that occupied by the per-
54 sonal baggage of the passengers shall be included. But
55 should it be necessary for the safety and convenience of
56 such vessel that any portion of her cargo or any other
57 articles should be placed on, or stored in, any of the decks,
58 cabins, or other places appropriated to the use of pas-
59 sengers, the same may be placed in lockers or enclosures
60 prepared for the purpose, on an exterior surface imper-
61 vious to the waves, capable of being cleansed in like man-
62 ner as the decks of such vessel; in no case, however, shall
63 the places thus provided be deemed to be a part of the
64 space allowable for the use of passengers, but the same
65 shall be deducted therefrom, and in all cases when prepared
66 or used, the upper surface of such lockers or enclosed spaces
67 shall be deemed and taken to be the deck from which
68 measurement shall be made for all the purposes of this title.
69 The master of any such vessel, on board of which a greater
70 number of passengers than in the proportions respectively
71 hereinbefore mentioned, shall be taken and carried in violation
72 of the provisions of this section, shall, on conviction thereof,
73 for each passenger constituting such excess, incur a penalty

74 of fifty dollars, and, at the discretion of the court, he shall be
 75 liable to imprisonment for a term not exceeding six months.
 76 Within the meaning of this title, no persons shall be deemed
 77 cabin passengers, unless the space allotted to their exclusive
 78 use shall be in the proportion, at least, of thirty-six such clear
 79 superficial feet, as aforesaid, to each person. The term upper
 80 passenger deck shall signify and include the deck immediately
 81 beneath the upper deck, or the poop or round-house and
 82 deck-house, when the number of passengers carried in such
 83 poop, round-house, or deck-house shall exceed one-third of
 84 the total number of passengers which such vessel can lawfully
 85 carry on the deck next below. The expression lower pas-
 86 senger deck shall signify the deck next beneath the upper
 87 passenger deck, not being an orlop deck.

1 SEC. 70. *And be it further enacted,* That no such vessel
 2 bound on any of the voyages aforesaid shall carry passengers
 3 on more than two decks; but cabin passengers, in a propor-
 4 tion not exceeding one cabin passenger for every one hundred
 5 tons of the vessel's registered tonnage, and sick persons placed
 6 in hospital, as hereinafter provided, may be carried in a poop
 7 or deck-house, notwithstanding that passengers are carried on
 8 two other decks; and if passengers are carried under the poop
 9 or in any round-house or deck-house, such poop, round-house,
 10 or deck-house shall be properly built and secured; and for
 11 any violation of the provisions of this section the master of

12 such vessel shall be liable to a penalty not exceeding one
13 thousand dollars and not less than one hundred dollars.

1 SEC. 71. *And be it further enacted,* That in every such
2 vessel bound on any of the voyages aforesaid there shall be
3 a sufficient space, properly divided off by a partition in the
4 part of the vessel appropriated for passengers, to be used ex-
5 clusively as a hospital or hospitals for passengers, which shall
6 be properly built and secured, and shall in no case be less
7 than eighteen clear superficial feet of the deck for every fifty
8 passengers which the vessel shall carry; and such hospital
9 or hospitals shall be fitted with bed places and supplied with
10 proper beds and bedding, and utensils, and throughout the
11 voyage kept so fitted and supplied. And for every failure to
12 comply with any of the requirements of this section, the
13 master, owner, or owners of the vessel shall be liable to a
14 penalty not exceeding three hundred dollars nor less than
15 fifty dollars.

1 SEC. 72. *And be it further enacted,* That no such vessel
2 bound on any of the voyages aforesaid and carrying passen-
3 gers, not cabin passengers, shall have more than two tiers of
4 berths, and the interval between the lowest part thereof and
5 the deck or platform beneath shall not be less than nine
6 inches, and the berths shall be well constructed, parallel with
7 the sides of the vessel, and separated from each other by par-
8 titions, as berths ordinarily are separated, and shall be at least

9 six feet in length, and at least two feet in width, and each
10 berth shall be occupied by no more than one passenger; but
11 double berths of twice the above width may be constructed,
12 each berth to be occupied by no more and by no other than
13 two women, or by one woman and two children under the
14 age of eight years, or by husband and wife, or by a man and
15 two of his own children under the age of eight years, or by
16 two men, members of the same family; and no part of any
17 berth shall be placed within nine inches of any water-closet
18 or privy erected in the between-decks; and if there shall be
19 any violation of the provisions of this section, the master,
20 owner, or owners of such vessel shall incur a penalty not ex-
21 ceeding five hundred dollars and not less than fifty dollars.

1 SEC. 73. *And be it further enacted*, That every such
2 vessel, having sufficient capacity or space according to law
3 for fifty or more passengers, not cabin passengers, shall, when
4 carrying such passengers on any of the voyages aforesaid,
5 have on the upper deck, for the use of such passengers, a
6 house over the passage-way leading to the apartments allotted
7 to such passengers below deck, firmly secured to the deck or
8 coamings of the hatch, with two doors, the sills of which
9 shall be at least one foot above the deck, so constructed that
10 one door or window in such house may at all times be left
11 open for ventilation; and all such vessels so employed, and
12 having the capacity to carry one hundred and fifty such pas-

13 sengers or more, shall have two such houses; and the stairs
14 or ladder leading down to the aforesaid apartment shall be
15 furnished with a hand-rail of wood or strong rope; but booby
16 hatches may be substituted for such houses; and for every
17 violation of the provisions of this section the master, owner,
18 or owners of such vessel shall incur a penalty of two hundred
19 dollars.

1 SEC. 74. *And be it further enacted,* That every such
2 vessel, bound on any of the voyages aforesaid, and having
3 the legal capacity for more than one hundred passengers, not
4 cabin passengers, shall have at least two ventilators to purify
5 the apartment or apartments occupied by such passengers;
6 one of which shall be inserted in the after part of the apart-
7 ment or apartments, and the other shall be placed in the for-
8 ward portion of the apartment or apartments, and one of
9 them shall have an exhausting cap to carry off the foul air,
10 and the other a receiving cap to carry down the fresh air;
11 which said ventilators shall have a capacity proportioned to
12 the size of the apartment or apartments to be purified,
13 namely: if the apartment or apartments will lawfully au-
14 thorize the reception of two hundred such passengers, the ca-
15 pacity of such ventilators shall each be equal to a tube of
16 twelve inches diameter in the clear, and in proportion for
17 larger or smaller apartments; and all such ventilators shall
18 rise at least four feet six inches above the upper deck of any

19 such vessel and be of the most approved form and construc-
20 tion; but if it shall appear, from the report, to be made and
21 approved, as hereinafter provided, that such vessel is equally
22 well ventilated by any other means, such other means of ven-
23 tilation shall be deemed and held to be a compliance with
24 the provisions of this section. For every violation of the
25 provisions of this section the master, owner, or owners of
26 such vessel shall incur a penalty of two hundred dollars.

1 SEC. 75. *And be it further enacted,* That every such
2 vessel, bound on any of the voyages aforesaid, carrying more
3 than fifty passengers, not cabin passengers, shall have for
4 their use on deck, housed and conveniently arranged, at least
5 one camboose or cooking range, the dimensions of which
6 shall be equal to four feet long and one foot six inches wide
7 for every two hundred such passengers; and provision shall
8 be made in the manner aforesaid, in this ratio, for a greater or
9 less number of such passengers; but nothing herein contained
10 shall take away the right to make such arrangements for
11 cooking between decks, if that shall be deemed desirable.
12 For every violation of the provisions of this section the master,
13 owner, or owners of such vessel shall incur a penalty of two
14 hundred dollars.

1 SEC. 76. *And be it further enacted,* That the master of
2 every such vessel bound on any of the voyages aforesaid, and
3 carrying passengers, not cabin passengers, shall, during the

4 voyage, from the time of receiving the passengers on board
 5 and including the time of detention at any place before the
 6 termination thereof, issue to each passenger, or, where the
 7 passengers are divided into messes, to the head man for the
 8 time being of each mess on behalf and for the use of all the
 9 members thereof, an allowance of pure water and sweet and
 10 wholesome provisions of good quality to each passenger, as
 11 follows: Daily, three quarts of water to each passenger, ex-
 12 clusive of the quantity herein specified as necessary for cook-
 13 ing purposes; weekly, three and a half pounds of good navy
 14 bread, one pound of wheat flour, one and a half pound of oat
 15 meal, one and a half pound of rice, one and a half pound of
 16 peas or beans, two pounds of potatoes, one and a quarter
 17 pound of beef, one pound of pork, two ounces of tea,
 18 one pound of sugar, two ounces of salt, one half an
 19 ounce of mustard, one quarter of an ounce of ground black
 20 or white pepper, and one gill of vinegar. Substitutions for
 21 the foregoing articles of weekly allowance may be made by
 22 the master, as follows, namely: One pound of preserved meat
 23 for one pound of salt pork or beef; one pound of flour or navy
 24 bread or one-half a pound of pork or beef for one and a quar-
 25 ter pound of oat meal or one pound of rice or one pound of
 26 peas or beans; one pound of rice, for one and a quarter pound
 27 of oat meal; and one and a quarter pound of oat meal, for one
 28 pound of rice; three and a half ounces of cocoa or of coffee

29 roasted and ground for two ounces of tea; three-quarters of a
30 pound of molasses, for one-half a pound of sugar; one gill of
31 mixed pickles, for one gill of vinegar. And if the passengers
32 on board any such vessel shall, during the time they are en-
33 titled to receive the foregoing allowance, be put on allowance
34 in meat, bread, or water that is short in quantity or bad in
35 quality, the master, owner or owners of such vessel shall pay
36 one dollar to every passenger for every day and for each par-
37 ticular of bread, water, and meat, in respect to which he shall
38 be put on such allowance, and one-half a dollar to every pas-
39 senger, for every day and for every other particular of such
40 weekly allowance, in respect to which he shall have been put
41 upon an allowance which is short in quantity or bad in quality,
42 to be recovered in the district court or circuit court of the
43 United States, unless it shall be proved that at the time of
44 leaving the last port from which such vessel set out upon her
45 voyage, she had on board for the use of such passengers, well
46 secured under deck, a quantity of provisions and water suffi-
47 cient, according to the allowance herein prescribed, for the
48 voyage; and in addition to such allowance of water to each
49 such passenger, there shall be shipped on board such vessel,
50 for cooking purposes, an additional supply of pure water after
51 the rate of at least ten gallons for every one hundred such
52 passengers, for every day of the voyage; and it shall be the
53 duty of the master of every such vessel to cause the food and

54 provisions of all the passengers to be well and properly cooked
55 daily, and to be served out and distributed to them at regular
56 and stated hours, by messes, or in such other manner as shall
57 be deemed best and most conducive to the health and comfort
58 of such passengers, of which hours and manner of distribution
59 due and sufficient notice shall be given. If the master of any
60 such vessel shall wilfully fail to furnish and distribute such
61 provisions, cooked as aforesaid, he shall, upon conviction
62 thereof before any circuit court or district court of the United
63 States, be fined not more than one thousand dollars, and shall
64 be imprisoned for a term not exceeding one year. But the
65 enforcement of this penalty shall not affect the civil responsi-
66 bility of the master, owner or owners of such vessel, to such
67 passengers as may have suffered from such default.

1 SEC. 77. *And be it further enacted,* That the master of
2 any such vessel, bound on any of the voyages aforesaid and
3 carrying passengers, not cabin passengers, is hereby author-
4 ized to maintain good discipline and such habits of cleanli-
5 ness among such passengers as will tend to the preservation
6 and promotion of health; and to that end he shall, before
7 sailing, cause such regulations as he may adopt for this pur-
8 pose to be posted up on board such vessel in a place accessi-
9 ble to such passengers, and shall keep the same so posted up
10 during the voyage; and it is hereby made the duty of such
11 master to cause the apartments occupied by such passengers

12 to be kept at all times in a clean, healthy state; and the owner
13 or owners of every such vessel so employed are required to
14 construct the decks and all parts of said apartments so that
15 they can be thoroughly cleansed; and they shall also provide
16 two safe, convenient privies or water-closets for the exclusive
17 use of such passengers, and, in addition, two such privies or
18 water-closets for every hundred such passengers; and such
19 privies or water-closets shall not be taken down until the ex-
20 piration of forty-eight hours after the arrival of the vessel at
21 the port of final discharge, unless all the passengers sooner
22 quit the vessel; and such passengers shall be entitled to
23 remain on board such vessel till the expiration of such time,
24 and be provided for and maintained in the same manner
25 as during the voyage. And when the weather is such that
26 such passengers cannot be mustered on deck with their
27 bedding, it shall be the duty of the master of every such
28 vessel to cause the deck occupied by such passengers to be
29 cleansed with chloride of lime, or some other equally efficient
30 disinfecting agent, and also at such other times as such master
31 may deem necessary. For every violation of the provisions
32 of this section, except the provision in respect to privies or
33 water-closets, the master shall incur a penalty not exceeding
34 fifty dollars, and for the violation of the provision in respect
35 to privies or water-closets, the master, owner or owners shall

36 incur a penalty not exceeding two hundred dollars nor less
37 than fifty dollars.

1 SEC. 78. *And be it further enacted*, That in any great
2 emergency, when it shall be deemed by the master of any
3 passenger steamer or passenger sail-vessel of the United
4 States, necessary for the safety of the lives of passengers, it
5 shall be lawful for such master to select from the male passen-
6 gers of such vessel, as many as in his judgment the emer-
7 gency requires, for service on board such vessel while such
8 emergency continues, and during such time, such persons so
9 selected shall be bound to perform the same duty, and be sub-
10 ject to the same discipline, as the crew of such vessel, except
11 that no such passenger shall be bound to go aloft. But any
12 passenger so selected and obliged to perform duty shall be
13 exempt from liability to pay for his passage on board such
14 vessel; and if the same has been paid for, he shall be entitled
15 to recover the amount of the same of the master, owner or
16 owners of such vessel, and such amount shall be a lien upon
17 such vessel.

1 SEC. 79. *And be it further enacted*, That every vessel
2 bound on any of the voyages aforesaid and carrying two
3 hundred persons, including the officers and crew, and every
4 vessel of the United States bound on a sea voyage of a thou-
5 sand miles or more, and carrying two hundred such persons,
6 shall have on board throughout the voyage a duly qualified

7 physician ; and no physician shall be deemed duly qualified,
8 unless after a satisfactory examination of testimonials and
9 other evidence of his character and personal fitness by the
10 marine board for the port of the United States to which such
11 vessel belongs, or from which she is to sail, and a thorough
12 and satisfactory examination of his professional qualifications
13 by a competent physician designated by such board for the
14 purpose, he shall obtain from such board a certificate of com-
15 petency for the position ; and such certificate shall be for the
16 term and subject to the same provisions of law in respect to
17 form, suspension, revocation, fees for examination, and com-
18 pensation of examiners, as in the case of a master of the first
19 grade. But in the case of a foreign vessel, a physician prop-
20 erly provided with the requisite surgical instruments, who, by
21 the laws of the country to which the vessel belongs in whose
22 service he is employed, is authorized to practice, shall be
23 deemed duly qualified ; and every such vessel so bound on
24 any of the voyages aforesaid and carrying passengers shall be
25 provided, for the use of the passengers, officers, and crew,
26 with a supply of medicines, medical comforts, instruments,
27 and other things proper and necessary for diseases and acci-
28 dents incident to sea voyages, and for the medical treatment
29 of the passengers during the voyage, including an adequate
30 supply of disinfecting fluid or agent, together with proper
31 written or printed directions for the use of the same, respect-

32 ively; and such medicines shall be good in quality and
33 sufficient in quantity for the probable exigencies of the intended
34 voyage, and shall be properly packed and placed under the
35 charge of the physician, when there is one on board, to be
36 used at his discretion; and in the case of vessels of the United
37 States so bound from a port of the United States, such medi-
38 cines, medical comforts, instruments, disinfecting fluid, and
39 other things shall be put up by an apothecary designated, and
40 such directions shall be furnished, as provided in the one
41 hundred and twentieth section of this act. For any violation
42 of the provisions of this act, the master, owner or owners shall
43 incur a penalty not exceeding five hundred dollars nor less
44 than fifty dollars; and no such vessel bound on any of the
45 voyages mentioned in the sixty-eighth section of this act shall
46 be allowed to clear from any port of the United States unless
47 provided as in this section required.

1 SEC. 80. *And be it further enacted*, That every vessel
2 of the United States carrying passengers, and bound on a sea
3 voyage of two hundred miles or upward, shall be provided,
4 for the use of such passengers, officers, and crew, with the medi-
5 cines, medical comforts, and other things, with the directions
6 for the use of the same, and put up as required in the preced-
7 ing section in the case of vessels of the United States. And
8 for every violation of this section, the master, owner or owners

9 shall incur a penalty not exceeding three hundred dollars nor
10 less than fifty dollars.

1 SEC. 81. *And be it further enacted*, That if any per-
2 son shall obtain or attempt to obtain, on board any vessel
3 carrying passengers, a passage, without the consent of the
4 owner, charterer, or master thereof, such person and every
5 person aiding and abetting him therein shall be liable to a
6 penalty not exceeding fifty dollars, or to imprisonment for a
7 period not exceeding three months.

1 SEC. 82. *And be it further enacted*, That the master
2 of any vessel arriving in the United States or any of the Ter-
3 ritories thereof, from any foreign place whatever, at the same
4 time that he delivers a manifest of the cargo, and if there be
5 no cargo, then at the time of making report or entry of the
6 vessel, pursuant to law, shall also deliver and report to the
7 collector of the district in which such vessel shall arrive, a list
8 or manifest of all the passengers taken on board of the said
9 vessel at any foreign port or place. In which list or manifest
10 it shall be the duty of the said master to designate particularly
11 the age, sex, and occupation of the said passengers respectively,
12 the part of the vessel occupied by each during the voyage,
13 the country to which they severally belong, and the country
14 of which it is their intention to become inhabitants; and shall
15 further set forth whether any and what number have died on
16 the voyage; which list or manifest the said master shall declare

17 to be true before the collector or some other officer competent
18 to administer oaths. And the refusal or neglect of the master
19 aforesaid to comply with the provisions of this section, shall
20 involve the same penalties, disabilities, and forfeitures as are
21 provided for a refusal or neglect to report and deliver a mani-
22 fest of the cargo aforesaid.

1 SEC. 83. *And be it further enacted,* That in case there
2 shall have occurred on board any vessel arriving at any port
3 or place within the United States or its Territories, any death
4 or deaths among the passengers, other than cabin passengers,
5 the master, owner, or consignee of such vessel, shall, within
6 twenty-four hours after the time within which the report and
7 list or manifest of passengers is required to be delivered to
8 the collector, pay to such collector the sum of ten dollars for
9 every passenger above the age of eight years, who shall have
10 died on the voyage by natural disease; and such collector
11 shall pay the money thus received, at such times and in such
12 manner as the Secretary of the Treasury by general rules
13 shall direct, to any board or commission appointed by and
14 acting under the authority of the State within which the port
15 where such vessel arrived is situated, for the care and pro-
16 tection of sick, indigent, or destitute emigrants, to be applied
17 to such objects; and if there be more than one board
18 or commission who shall claim such payment, the Sec-
19 retary of the Treasury shall determine which is entitled

20 to receive the same, and his decision in the premises
21 shall be final and without appeal. But the payment
22 shall in no case be awarded or made to any board, com-
23 mission, or association, formed for the protection or advance-
24 ment of any particular class of emigrants, or emigrants of any
25 particular nation or creed; and if the master, owner, or con-
26 signee of any vessel shall refuse or neglect to pay to the col-
27 lector the sum and sums of money required, and within the
28 time prescribed by this section, he or they shall severally
29 forfeit and pay the sum of fifty dollars, in addition to such
30 sum of ten dollars, for each and every passenger upon whose
31 death the same has become payable, to be recovered by the
32 United States in any circuit or district court of the United
33 States where such vessel may arrive, or such master, owner,
34 or consignee may reside; and when recovered, the money
35 shall be disposed of in the same manner as is directed with
36 respect to the sums required to be paid to the collector.

1 SEC. 84. *And be it further enacted,* That every collector
2 to whom such manifest or list of passengers as aforesaid shall
3 be delivered shall quarter-yearly return copies thereof to the
4 Secretary of State, by whom statements of the same shall be
5 laid before Congress at every session.

1 SEC. 85. *And be it further enacted,* That no vessel
2 bound on any of the voyages mentioned in the sixty-eighth
3 section of this act, and carrying passengers, not cabin passen-

gers, shall be cleared from any port of the United States until, upon an inspection of such vessel by one or more of the board of inspectors provided for in the second title of this act, assigned to such duty by the marine board for the port from which such vessel is to clear, such marine board shall report in detail that the provisions of this title in respect to such vessel have been complied with; and upon the arrival of any such vessel at a port of the United States, the collector shall forthwith notify such marine board of the same, who shall forthwith cause an inspection of such vessel to be made in the manner aforesaid, and make a report in detail to such collector of her condition, and the report of such marine board in respect to such vessel shall be admissible as evidence of the statements contained therein; and the collector shall ascertain, at the arrival of every such vessel at his district, and report to the Secretary of the Treasury, the time of her sailing, the length of her voyage, her ventilation, the number of such passengers, their space on board, their food, the native country of such passengers, the number of the deaths of such passengers, and the age and sex of those of them who died during the voyage, together with the cause of such mortality, if any, so far as ascertainable; and if none, what precautionary measures, arrangements, or habits are supposed to have had any, and what agency, in causing the exemption.

1 SEC. 86. *And be it further enacted,* That it shall be the duty

2 of the master of any passenger steamer or passenger sail-vessel
3 of the United States to cause to be kept a correct list of all the
4 passengers received and delivered from day to day, noting the
5 places where received and where landed, which record shall be
6 open to the inspection of the inspectors and officers of the cus-
7 toms at all times, and to the inspection of passengers during
8 reasonable hours; and, in case of default, the said master,
9 owner or owners, shall forfeit one hundred dollars; and after
10 any clearance is granted, but before any passenger steamer
11 or passenger sail-vessel is allowed to depart, the master of
12 such vessel shall file with the collector a list, verified by the
13 declaration of the master, or some owner of such vessel, of
14 all passengers received or to be received on the vessel so
15 cleared, for conveyance during the proposed voyage, design-
16 ating cabin and other passengers distinctly; and on the re-
17 ceipt, by such collector, of the full list so verified, a departure
18 permit shall be given, without which no passenger steamer or
19 passenger sail-vessel shall go to sea; and such departure permit
20 shall be shown to the pilot of every passenger steamer before
21 he shall have authority to take such steamer to sea; and any
22 pilot who shall, without such authority being shown to him,
23 pilot such a steamer to sea, shall incur a penalty of one hun-
24 dred dollars and a revocation of his certificate.

1 SEC. 87. *And be it further enacted,* That the master or
2 commander of any passenger steamer or passenger sail-vessel

3 carrying passengers from any port or ports in the United
4 States to any port or place in Mexico or Central
5 America shall, immediately on arriving at such last mentioned
6 port or place, deliver to the consular officer of the United
7 States at such port, two copies of the list of passengers, em-
8 bracing all the passengers on board such vessel at any time
9 during its voyage, up to its arrival as aforesaid, and duly veri-
10 fied by the declaration of such master and by the inspection
11 of the consular officer, previous to, or at the landing of, the
12 passengers; one of which copies, such consular officer shall
13 file in his office, and the other of which he shall transmit,
14 without delay, to the collector of the port or district in the
15 United States from which such vessel last cleared. And if
16 such master shall refuse or neglect to comply with the re-
17 quirements of this section, or shall knowingly make a false
18 return of the list of passengers, he, together with the owner
19 or owners of such vessel, shall be subject to a fine of not less
20 than one thousand nor more than ten thousand dollars.

1 SEC. 88. *And be it further enacted*, That if the master,
2 owner or owners of any such passenger steamer or passenger
3 sail-vessel shall wilfully present, or cause to be presented, any
4 false or fraudulent list or lists of its passengers, or copies
5 thereof, to any consular officer, inspector, collector, or other
6 customs officer, or present, or cause to be presented, any false
7 or fraudulent departure permit, or copy thereof to any pilot,

8 he shall, on conviction thereof, be imprisoned for a term not
9 exceeding two years; and such vessel shall be liable to for-
10 feiture, if such offence was committed by or with the conniv-
11 ance of any owner of such vessel.

1 SEC. 89. *And be it further enacted,* That the amount of
2 the several penalties imposed by the provisions of this title
3 upon the owner or owners of vessels, shall be liens on the
4 vessels in the employment of which such provisions shall be
5 violated; and such vessels may be libelled therefor in any
6 circuit court or district court of the United States within the
7 jurisdiction of which they shall arrive.

1 SEC. 90. *And be it further enacted,* That all the penal-
2 ties imposed by the provisions of this title may be sued for
3 and recovered in the name of the United States in the district
4 court or circuit court within the jurisdiction of which the of-
5 fence shall have been committed or in which the offender may
6 reside. One-half of such penalties, when recovered, unless
7 otherwise provided, shall be to the use of the informer, and
8 one-half to the use of the United States. Such penalties
9 may also be recovered, in an action of debt, by any person
10 who will sue therefor in any court of the United States. But
11 nothing herein shall prevent the recovery of such penalties in
12 any other form of legal proceedings.

TITLE IV.

OF REGULATIONS FOR PREVENTING COLLISIONS ON THE
WATER.

SEC. 91. *And be it further enacted,* That the following regulations for preventing collisions on the water are hereby established for the navy and all other vessels of the United States ; but the exhibition of any light on board of a vessel-of-war of the United States, may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

ARTICLE 1. In the following regulations every steamer which is under sail, and not under steam, is to be considered a sail-vessel; and every steamer which is under steam, whether under sail or not, is to be considered a vessel under steam.

LIGHTS.

ART. 2. The lights mentioned in the following articles, and no others, shall be carried in all weathers between sunset and sunrise.

LIGHTS FOR STEAMERS.

ART. 3. Steamers when under way shall carry lights as follows:

(a) Ocean-going steamers, and steamers rigged for carrying sail, shall carry, at the foremast-head, a bright white light, so fixed as to show a uniform and unbroken light over

26 an arc of the horizon of twenty points of the compass, so
27 fixed as to throw the light ten points on each side of the
28 vessel, namely, from right ahead to two points abaft the
29 beam on either side, and of such a character as to be visible
30 on a dark night, with a clear atmosphere, at a distance of at
31 least five miles.

32 (b) All steamers, except river steamers navigating
33 waters flowing into the Gulf of Mexico, shall carry, on the star-
34 board side, a green light, so constructed as to throw a uniform
35 and unbroken light over an arc of the horizon of ten points of
36 the compass, so fixed as to throw the light from right ahead to
37 two points abaft the beam on the starboard side, and of such
38 a character as to be visible on a dark night, with a clear
39 atmosphere, at a distance of at least two miles; and on the
40 port side a red light, so constructed as to show a uniform and
41 unbroken light over an arc of the horizon of ten points of the
42 compass, so fixed as to throw the light from right ahead to
43 two points abaft the beam on the port side, and of such a
44 character as to be visible on a dark night, with a clear atmo-
45 sphere, at a distance of at least two miles; the said green and
46 red side lights shall be fitted with inboard screens, projecting
47 at least three feet forward from the light, so as to prevent
48 these lights from being seen across the bow.

49 (c) River steamers navigating waters flowing into the
50 Gulf of Mexico shall carry the following lights, namely, one

51 red light on the outboard side of the port smoke-pipe, and
 52 one green light on the outboard side of the starboard smoke-
 53 pipe; these lights to show both forward and aft, and also
 54 abeam on their respective sides.

55 (d) All coasting steamers and steamers navigating bays,
 56 lakes, or other inland waters, except ferry boats and river
 57 steamers navigating waters flowing into the Gulf of Mexico,
 58 shall carry the red and green lights as prescribed in section
 59 b, and, in addition thereto, a central range of two white
 60 lights; the after light being carried at an elevation of at
 61 least fifteen feet above the light at the head of the steamer;
 62 the head light to be so constructed as to show a good light
 63 through twenty points of the compass, namely, from right
 64 ahead to two points abaft the beam on either side of the
 65 steamer, and the after light to show all around the horizon.

66 LIGHTS FOR STEAM TUGS.

67 ART. 4. Steamers, when towing other vessels, shall
 68 carry two bright white mast-head lights vertically, in addi-
 69 tion to their side lights, so as to distinguish them from other
 70 steamers. Each of these mast-head lights shall be of the
 71 same construction and character as the mast-head lights which
 72 ocean-going steamers are required to carry.

73 LIGHTS FOR SAIL-VESSELS.

74 ART. 5. Sailing vessels under way or being towed shall
 75 carry the same lights as steamers under way, with the excep-

76 tion of the white mast-head lights, which they shall never
77 carry.

78 EXCEPTIONAL LIGHTS FOR SMALL SAIL-VESSELS.

79 ART. 6. Whenever, as in the case of small vessels during
80 bad weather, the green and red lights cannot be fixed, these
81 lights shall be kept on deck, on their respective sides of the
82 vessel, ready for instant exhibition, and shall, on the approach
83 of or to other vessels, be exhibited on their respective sides
84 in sufficient time to prevent collision, in such manner as to
85 make them most visible, and so that the green light shall not
86 be seen on the port side, nor the red light on the starboard
87 side.

88 To make the use of these portable lights more certain and
89 easy, they shall each be painted outside with the color of the
90 light they respectively contain, and shall be provided with
91 suitable screens.

92 LIGHTS FOR VESSELS AT ANCHOR.

93 ART. 7. Vessels, whether steamers or sail-vessels, when
94 at anchor in roadsteads or fairways, shall, between sunset and
95 sunrise, exhibit where it can best be seen, but at a height not
96 exceeding twenty feet above the hull, a white light in a glob-
97 ular lantern of eight inches in diameter, and so constructed as
98 to show a clear, uniform, and unbroken light visible all around
99 the horizon, and at a distance of at least one mile.

LIGHTS FOR PILOT-VESSELS.

ART. 8. Sail pilot-vessels shall not carry the lights required for other sail-vessels, but shall carry a white light at the masthead visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

LIGHTS FOR FISHING-VESSELS AND BOATS.

ART. 9. Open fishing-boats and other open boats shall not be required to carry side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side, and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side. Fishing-vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light. Fishing-vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

FOG-SIGNALS.

ART. 10. Whenever there is a fog, whether by day or night, the fog-signals described below shall be carried and used, and shall be sounded at least every five minutes, namely:

(a.) Steamers under way shall use a steam-whistle

124 placed before the funnel, not less than eight feet from the
125 deck.

126 (b.) Sail-vessels under way shall use a fog-horn.

127 (c.) Steamers and sail-vessels when not under way shall
128 use a bell.

129 TWO SAIL-VESSELS MEETING.

130 ART. 11. If two sail-vessels are meeting end on, or
131 nearly end on, so as to involve risk of collision, the helms of
132 both shall be put to port, so that each may pass on the port
133 side of the other.

134 TWO SAIL-VESSELS CROSSING.

135 ART. 12. When two sail-vessels are crossing so as to in-
136 volve risk of collision, then, if they have the wind on different
137 sides, the vessel with the wind on the port side shall keep
138 out of the way of the vessel with the wind on the starboard
139 side, except in the case in which the vessel with the wind on
140 the port side is close-hauled, and the other vessel free, in
141 which case the latter shall keep out of the way. But if they
142 have the wind on the same side, or if one of them has the
143 wind aft, the vessel which is to the windward shall keep out
144 of the way of the vessel which is to leeward.

145 TWO VESSELS UNDER STEAM MEETING.

146 ART. 13. If two vessels under steam are meeting end
147 on, or nearly end on, so as to involve risk of collision, the

148 helms of both shall be put to port, so that each may pass
 149 on the port side of the other.

150 TWO STEAMERS CROSSING.

151 ART. 14. If two steamers are crossing so as to involve
 152 risk of collision, the steamer which has the other on her
 153 own starboard side shall keep out of the way of the other.

154 SAIL-VESSEL AND STEAMER.

155 ART. 15. If two vessels, one of which is a sail-vessel
 156 and the other a steamer, are proceeding in such directions
 157 as to involve risk of collision, the steamer shall keep out of
 158 the way of the sail-vessel.

159 STEAMERS TO SLACKEN SPEED.

160 ART. 16. Every steamer, when approaching another
 161 vessel so as to involve risk of collision, shall slacken her
 162 speed, or, if necessary, stop and reverse; and every steamer
 163 shall, when in a fog, go at a moderate speed.

164 VESSELS OVERTAKING OTHER VESSELS.

165 ART. 17. Every vessel overtaking any other vessel shall
 166 keep out of the way of the last-mentioned vessel.

167 CONSTRUCTION OF ARTICLES 12, 14, 15, AND 17.

168 ART. 18. Where, by the above regulations, one of two
 169 vessels is to keep out of the way, the other shall keep her
 170 course subject to the qualifications contained in the following
 171 article :

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PROVISO TO SAVE SPECIAL CASES.

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ART. 19. In obeying and construing these regulations, due regard must be had to all dangers of navigation, and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

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NO VESSEL, UNDER ANY CIRCUMSTANCES, TO AVOID PROPER PRECAUTIONS.

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ART. 20. Nothing in these regulations shall exonerate any vessel, the owner or owners, master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

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SEC. 92. *And be it further enacted,* That all owners and masters of vessels shall be bound to take notice of the foregoing regulations and obey them; and the masters and owners of vessels shall furnish the same with the requisite lights and fog-signals, and such masters shall exhibit and use the same as required by such regulations; and for every wilful violation of the provisions of this section the person guilty of the same shall incur a penalty not exceeding five hundred dollars, or be liable to imprisonment not exceeding six months.

1 SEC. 93. *And be it further enacted,* That in case any
2 damage to person or property shall arise from the non-observ-
3 ance by any vessel of any of the foregoing regulations, such
4 damage shall be deemed to have been occasioned by the wilful
5 default of the person in charge of the deck of such vessel at
6 the time, unless it is proved that the circumstances of the case
7 made a departure from the regulation necessary.

1 SEC. 94. *And be it further enacted,* That whenever it
2 shall appear, in the trial of any case of collision, that such
3 collision was occasioned by a failure to observe the regulations
4 prescribed in this title, the vessel so failing to observe such
5 regulations shall be deemed in fault, unless, it is proved that
6 the circumstances of the case made a departure from such
7 regulations necessary.

1 SEC. 95. *And be it further enacted,* That in every case
2 of collision between two vessels, it shall be the duty of the
3 person in charge of each vessel, if, and so far as he can do so
4 without danger to his own vessel, passengers, and crew, to
5 render to the other vessel, her master, crew, and passen-
6 gers, if any, such assistance as may be practicable and as
7 may be necessary in order to save them from any danger.
8 caused by the collision; in case he fails so to do, and no reason-
9 able excuse for such failure is shown, the collision shall, in
10 the absence of proof to the contrary, be deemed to be caused
11 by his wrongful act, neglect, or default, and such failure shall

12 also, if proved upon any investigation, be deemed to be an
 13 act of misconduct, or a default for which his certificate of
 14 competency, if any, may be cancelled or suspended.

1 SEC. 96. *And be it further enacted*, That whenever for-
 2 eign vessels are within the jurisdiction of the United States,
 3 the regulations provided in this title, and all provisions of this
 4 title relating to such regulations or to collisions, shall apply
 5 to such foreign vessels ; and in the trial of any case arising
 6 out of matters happening within the jurisdiction of the United
 7 States, foreign vessels shall, as regards such regulations and
 8 provisions, be treated as if they were vessels of the United
 9 States.

1 SEC. 97. *And be it further enacted*, That the Secretary
 2 of the Treasury shall supply the marine boards with copies
 3 of the provisions of this title, and of all additions to the same
 4 that shall be made hereafter, and such boards shall furnish
 5 one copy of the same to the master or any owner of a vessel
 6 of the United States, and two copies to the master or any
 7 owner of a passenger steamer or passenger sail-vessel subject
 8 to inspection under the provisions of the second title of this
 9 act.

1 TITLE V.

2 OF SEAMEN OF THE UNITED STATES.

3 SEC. 98 *And be it further enacted*, That every master of
 4 a vessel of the United States bound from a port in the United

5 States to any foreign port, or of any such vessel of the burden
6 of fifty tons or upwards, bound from a port in one State to a
7 port in any other than an adjoining State, shall, before he
8 proceeds on such voyage, make an agreement in writing or in
9 print, with every seaman on board such vessel, (except such
10 as shall be an apprentice or servant to himself or owners,)
11 declaring the voyage or voyages, term or terms of time, kind of
12 service and the wages, for which such seaman shall be shipped,
13 and specifying the number of the crew and kinds of seamen
14 with which the vessel is to be manned, and the day and hour
15 at which the seamen shipping shall render themselves on
16 board or begin work, and every such agreement shall be so
17 framed as to admit of stipulations to be adopted at the will of
18 the master and seaman, in each case, as to advance wages ;
19 and such shipping articles shall contain and be deemed to con-
20 tain all the terms and conditions of the contract with the crew
21 as to their service, wages, voyage, and all other matters.
22 And if any master of such vessel shall carry out any seaman
23 (except apprentices or servants as aforesaid) without an agree-
24 ment being first made and signed by such seaman, or shall
25 make any shipment of a seaman contrary to the provisions of
26 this title, such seaman so shipped may leave the service of
27 such vessel at any time, and such master shall pay to every
28 such seaman the highest price or wages at which, within
29 three months next before the time of such shipment, seamen

30 shall have been shipped for a similar voyage at the port or
 31 place where such seaman shall have been shipped, or the
 32 highest rate of wages paid to any seaman shipped for such
 33 voyage, or the sum agreed to be given him at his shipment,
 34 according as he shall demand, if such seaman shall perform
 35 such voyage; or if not, then for such time as he shall continue
 36 to do duty on board such vessel; and such master shall more-
 37 over forfeit twenty dollars for every such seaman so shipped,
 38 one half to the use of the person prosecuting for the same, the
 39 other half to the use of the United States; and such seaman,
 40 not having signed such contract, shall not be bound by the
 41 regulations nor be subject to the penalties and forfeitures to
 42 which seamen are subject by the provisions of this title.

1 SEC. 99. *And be it further enacted*, That every person
 2 who shall fraudulently alter, assist in fraudulently altering, or
 3 make or assist in making or procure to be made, any false
 4 entry in an agreement with any seaman or seamen, or in any
 5 certified copy of such agreement, hereinafter provided for, or
 6 delivers, assists in delivering, or procures to be delivered, a
 7 wilfully false copy of any such agreement, shall, for each
 8 offence, be subject to a penalty not exceeding five hundred
 9 dollars, or imprisonment not exceeding six months.

1 SEC. 100. *And be it further enacted*, That a seaman's
 2 right to wages and provisions shall be taken to begin either
 3 at the time at which he begins work, or at the time specified

4 in the agreement for his beginning work or rendering himself
5 on board, whichever first happens.

1 SEC. 101. *And be it further enacted,* That no sum exceed-
2 ing one dollar shall be recoverable from any seaman by any
3 one person for any debt contracted during the time such
4 seaman shall actually belong to any vessel, until the service
5 for which such seaman shipped shall be ended.

1 SEC. 102. *And be it further enacted,* That facilities shall,
2 if the Secretary of the Treasury directs, be given for remit-
3 ting the wages or other moneys of seamen of vessels of the
4 United States to their relatives or other persons by means of
5 money orders issued by customs or consular officers of the
6 United States; and the Secretary of the Treasury may make
7 regulations concerning such orders and the persons by or to
8 whom and the mode and time in and at which the same are
9 to be paid, and may, from time to time, rescind or alter such
10 regulations; and all such regulations, so long as they are in
11 force, shall be binding upon all persons interested or claiming
12 to be interested in such orders, as well as upon the officers
13 employed in issuing or paying the same; and no legal pro-
14 ceeding shall be instituted against any public officer employed
15 about such orders on account of any such regulations or on
16 account of any act done or left undone in pursuance thereof,
17 or on account of any refusal, neglect, or omission to pay any
18 such money order, unless such refusal, neglect, or omission

19 arise from fraud or wilful misbehavior on the part of the
20 person against whom the proceeding is instituted. But no
21 such order shall be given for an amount exceeding one hun-
22 dred dollars.

1 SEC. 103. *And be it further enacted,* That the Secretary
2 of the Treasury may cause the amount of any such money
3 order, as aforesaid, to be paid to the person to whom or in
4 whose favor the same may have been granted, or to his legal
5 representatives, notwithstanding such order may not be in
6 his or their possession, upon satisfactory evidence that such
7 order is lost or destroyed; and in all such cases, from and
8 after such payment, all public officers shall be freed from all
9 liability in respect to such order.

1 SEC. 104. *And be it further enacted,* That every public
2 officer who grants or issues any money order with a fraudulent
3 intent shall be deemed guilty of felony, and punished for a
4 term not exceeding four years.

1 SEC. 105. *And be it further enacted,* That no seaman
2 shall, by any agreement, forfeit his lien upon the vessel in
3 which he ships, or be deprived of any remedy for the recovery
4 of his wages, to which he would have otherwise been entitled;
5 and every stipulation in any agreement inconsistent with any
6 provision of this title, and every stipulation by which any
7 seaman consents to abandon his right to wages in the case of
8 the loss of the vessel, or to abandon any right which he may

9 have in the nature of salvage, shall be wholly inoperative.
 10 But nothing herein shall invalidate any stipulation for a share
 11 of the profits of a voyage, in lieu of wages.

1 SEC. 106. *And be it further enacted,* That no right to
 2 wages shall be dependent on the earning of freight; and every
 3 seaman who would be entitled to demand and recover any
 4 wages, if the vessel in which he has served had earned freight,
 5 shall, subject to all other rules of law and conditions appli-
 6 cable to the case, be entitled to claim and recover the same,
 7 notwithstanding that freight has not been earned; but in all
 8 cases of wreck or loss of the vessel, proof that he has not
 9 exerted himself to the utmost to save the vessel, cargo, and
 10 stores, shall bar his claim.

1 SEC. 107. *And be it further enacted,* That if any seaman
 2 to whom wages are due under the last preceding section shall
 3 die before the same are paid, they shall be paid and applied in
 4 the manner hereinafter specified with regard to the wages of
 5 seamen who die during a voyage.

1 SEC. 108. *And be it further enacted,* That in cases
 2 where the service of any seaman terminates before the period
 3 contemplated in the agreement, by reason of the wreck or
 4 loss of the vessel before such period as aforesaid, by his death
 5 or by reason of his being left on shore at any foreign port or
 6 place, under a certificate of his unfitness or inability to pro-
 7 ceed on the voyage, granted as hereinafter mentioned, such

8 seaman shall be entitled to wages for the time of service prior
9 to such termination as aforesaid, but not for any further period;
10 but in case it shall appear, by such certificate, that such ina-
11 bility or unfitness was caused by an injury, hurt, or illness
12 received or contracted in the service of the vessel, a sum
13 equal to three months' wages shall be paid in addition to
14 such wages, and be applied in the same manner as the three
15 months' wages, provided in the one hundred and twenty-
16 ninth section of this act; but no such discharge or payment
17 of extra wages shall affect any liability to such seaman
18 under the provisions of sections one hundred and forty, one
19 hundred and forty-one, and one hundred and forty two of this
20 act, beyond the portion of such extra wages paid to the con-
21 sular officer for the benefit of such seaman.

1 SEC. 109. *And be it further enacted*, That every seaman
2 shall be entitled to demand and receive from the master of
3 the vessel to which he belongs one-third part of the wages
4 which shall be due to him at every port where such vessel
5 shall unlade and deliver her cargo before the voyage is ended,
6 unless the contrary is expressly stipulated in the agreement;
7 and, at the end of the voyage, every seaman, as soon as he
8 is discharged, or the cargo or ballast is wholly unladed at the
9 last port of delivery, or at the expiration of eight working
10 days after the day of the arrival of such vessel at such port,
11 whichever first happens, shall be entitled to the wages which

12 shall be then due, according to his agreement; and every
13 master or owner who, without sufficient cause, shall neglect
14 or refuse to pay any seaman wages which shall be due, shall
15 pay to such seaman a sum not exceeding the amount of two
16 days' pay for each of the days not exceeding ten days during
17 which payment is so delayed, and such sum shall be recover-
18 able as wages.

1 SEC. 110. *And be it further enacted,* That every master
2 shall, not less than twenty-four hours before the discharge of
3 any seaman, deliver to him a full and true account of his
4 wages, and of all deductions to be made therefrom, and the
5 causes of the same, and for a failure so to do shall incur a
6 penalty not exceeding twenty dollars for each offence; and no
7 deduction for wages of any seaman (except in respect of any
8 matter happening after such delivery) shall be allowed which
9 is not included in the account so delivered; and the master
10 shall, during the voyage, enter the various matters in respect
11 to which such deductions are made, with the amounts of the
12 respective deductions, as they occur, in a book to be kept for
13 that purpose, and shall, if required, produce such book at the
14 time of the payment of wages, and also upon any hearing or
15 trial in relation to such deductions.

1 SEC. 111. *And be it further enacted,* That every master
2 of a vessel shall, so far as the case permits, have the same
3 rights, liens, and remedies for the recovery of his wages

4 which by any law or custom any seaman, not being a master,
5 has for the recovery of wages ; and if in any proceeding in
6 admiralty, touching the claim of a master to wages, any
7 right of set-off, or counter-claim, is set up, it shall be lawful
8 for the court to enter into and adjudicate upon all questions,
9 and to settle all accounts then arising or outstanding and
10 unsettled between the parties to the proceeding, and to direct
11 payment of any balance which is found to be due.

1 SEC. 112. *And be it further enacted,* That before a
2 clearance is granted to any vessel of the United States bound
3 on a foreign voyage, the master thereof shall deliver to the
4 collector of the district from which such vessel shall clear a
5 list containing the names, places of birth and residence, the
6 State or country of which they are respectively subjects or
7 citizens, and a description of all the persons who compose the
8 crew of such vessels, and a statement of the kinds of service
9 for which they are shipped ; to which list the declaration of
10 such master, made and subscribed before such collector, shall
11 be annexed, that such list contains a statement of the par-
12 ticulars herein prescribed, as far as he can ascertain them,
13 and, in addition, that the crew, in his belief, are respectively
14 competent for the service for which they are shipped ; and
15 such list and declaration shall be according to forms numbered
16 three and four in the schedule hereto annexed ; and such
17 master, if he shall ship a seaman after delivering to the col-

18 lector such list, and before leaving port at the beginning of
19 the voyage, shall deliver a new list, or amend the former list,
20 so as to include such addition to his crew, and for every
21 failure so to do he shall incur a penalty not exceeding fifty
22 dollars ; and he shall verify such new or amended list by his
23 declaration as aforesaid ; and such master shall deliver to such
24 collector the agreement or shipping articles subscribed by the
25 crew of such vessel, and the collector shall retain such list of
26 the crew and agreement, and shall deliver to such master
27 copies, certified by himself, of such list of the crew and such
28 agreement ; which copies shall be written in a uniform hand,
29 without erasures or interlineations. And the said master shall
30 enter into bond, with sufficient security, in the sum of four
31 hundred dollars for every vessel of two hundred tons burden,
32 and in an additional sum of one hundred dollars for every
33 hundred tons of the burden of such vessel above two hundred
34 tons ; and such bond shall be according to form numbered
35 five in the schedule hereto annexed, and shall be conditioned
36 that such master shall exhibit the said certified copy of the
37 crew list and the indorsements made thereon and the certifi-
38 cates thereto annexed, in pursuance of the provisions of this
39 title, to the first boarding officer at the first port in the
40 United States at which he shall arrive, on his return thereto,
41 and then and there also produce the persons named therein,
42 and such other seamen as shall have been shipped by him

43 in any foreign country, to such boarding officer, and that
44 he will, within forty-eight hours after the arrival of such
45 vessel at her final port of destination in the United States, or
46 upon the discharge of her crew at any port of the United
47 States, whichever first happens, deliver to the collector of
48 such port such certified copies of the crew list and shipping
49 articles, with all the indorsements made thereon and the cer-
50 tificates annexed thereto in pursuance of the provisions of
51 this title ; and it shall be the duty of such boarding officer, on
52 such arrival at the first port in the United States, to examine
53 and compare with such list, indorsements, and certificates,
54 the crew of such vessel, and to report to the collector the
55 result of such examination and comparison ; and it shall be
56 the duty of the collector at such port of arrival, when the
57 same is different from the port from which such vessel orig-
58 inally cleared, to transmit forthwith a copy of the account of
59 the crew so reported to him, to the collector from whose
60 district such vessel originally cleared ; and when such copies
61 of the shipping articles and crew list shall be surrendered to
62 the collector of a port other than from which such vessel
63 originally cleared, it shall be the duty of such collector forth-
64 with to transmit the same to the collector who issued and cer-
65 tified the same ; and upon the surrender by the master of
66 such copies, the collector shall give him a certificate of such
67 surrender ; but such bond shall not be forfeited by the failure

68 of such master to produce to the first boarding officer, as
69 aforesaid, any of the persons named in such list, or any other
70 persons who shall have been shipped in any foreign country,
71 who have been duly discharged in a foreign country with the
72 consent of the consular officer or other authorized persons
73 there residing, signified in writing, and if discharged by such
74 officer, then under his official seal, to be produced to the col-
75 lector, with the other persons named in such list or shipped in
76 a foreign country, nor on account of the death or desertion of
77 any such person, of which satisfactory proof shall be then also
78 exhibited to the collector.

1 SEC. 113. *And be it further enacted,* That the certified
2 copies of the list of the crew and of the shipping articles
3 delivered as aforesaid by the collector, shall be produced by
4 the master and laid before any consular officer of the United
5 States, whenever such officer may deem their contents neces-
6 sary to enable him to discharge the duties imposed upon him
7 by law toward any seaman applying to him for his aid or assist-
8 ance; and all interlineations, erasures, or writing in a hand
9 different from that in which such copies were originally made,
10 shall be deemed fraudulent alterations, working no change in
11 such papers, unless satisfactorily explained.

1 SEC. 114. *And be it further enacted,* That whenever the
2 master of such a vessel shall ship a seaman in a foreign port,
3 he shall forthwith take the certified copies of the list of his

4 crew, and of the shipping articles to the consular officer at,
5 that port, who shall make and subscribe on the copy of the
6 shipping articles a memorandum setting forth the contract of
7 shipment, and on the copy of the crew list a memorandum
8 setting forth the name and age, residence, and the country of
9 which such seaman is a citizen or subject, as required in the
10 crew list, and a personal description of such seaman, in respect
11 to height, complexion, color of hair, and eyes, and other marks
12 of identity.

1 SEC. 115. *And be it further enacted,* That the collector
2 of every district shall keep a book or books, in which, at the
3 request of any seaman, being a citizen of the United States,
4 and producing proof that he is a seaman, and a citizen of the
5 United States, duly authenticated, he shall record the name,
6 age, residence, and personal description of such seaman, in
7 respect to height, complexion, color of the hair and eyes, and
8 other marks of identity, and shall deliver to him a certificate
9 that he is a seaman, and a citizen of the United States, which
10 certificate shall contain all the facts of such record, and shall
11 be in the form numbered six in the schedule hereto annexed.
12 And it shall be the duty of such collector to file and preserve
13 the proofs of citizenship produced as aforesaid.

1 SEC. 116. *And be it further enacted,* That the collector
2 of every district shall keep a book or books, in which, at the
3 request of any seaman who has shipped for a voyage to be

4 made in a vessel of the United States, by subscribing the ship-
5 ping articles therefor, and after such shipping articles have
6 been delivered to such collector, as hereinbefore provided, he
7 shall record the name, age, residence, and personal description
8 of such seaman, in respect to height, complexion, color of hair
9 and eyes, and other marks of identity, the voyage for which,
10 and the vessel in which he shall then be shipped, and shall
11 deliver to such seaman a certificate that he is a seaman of the
12 United States, which certificate shall contain all the facts of
13 such record, and shall be in the form numbered seven, in the
14 schedule hereto annexed. Such certificate shall be valid for
15 only two years, or for any place to which such seaman shall
16 be brought by the voyage therein described, unless renewed
17 from time to time by a consular officer, upon the shipment of
18 such seaman in a foreign port, in a vessel of the United States;
19 and consular officers are hereby required, upon the request of
20 such seaman, to renew such certificate, by making and sub-
21 scribing thereon a memorandum describing the voyage for
22 which, and the vessel in which, he has so shipped; and such
23 memorandum shall be according to the form numbered eight,
24 in the schedule hereto annexed; and such renewal shall be
25 valid for two years from its date, or any place to which such
26 seaman shall be brought by the voyage in such memorandum
27 described.

1 SEC. 117. *And be it further enacted,* That upon the dis-

2 charge of any seaman of a vessel of the United States, or
3 upon the payment of his wages, the master shall sign and
4 give him a certificate of his discharge, specifying the period
5 and kind of his service, and the time and place of his dis-
6 charge, the voyage and vessel on which he has served, ac-
7 cording to the form numbered nine in the schedule hereto
8 annexed; and if any master shall fail to sign and give to any
9 such seaman such certificate of discharge, he shall, for each and
10 every such offence, incur a penalty not exceeding fifty dol-
11 lars; and the master shall, upon the discharge of every certifi-
12 cated mate, engineer, or pilot, whose certificate of compe-
13 tency has been delivered to and retained by him, return such
14 certificate; and for a failure so to do, he shall incur a penalty
15 not exceeding one hundred dollars.

1 SEC. 118. *And be it further enacted,* That the master
2 of any vessel of the United States, required by this act
3 to have certificated officers, shall deliver or transmit to
4 the collector for the port or place at which any of his
5 crew are discharged, within forty-eight hours after such
6 discharge, or to the consular officer of the United States at
7 the port or place of such discharge, if in a foreign country,
8 a list of such persons as are there discharged, which shall
9 contain in respect to each seaman discharged all the particu-
10 lars required in a crew-list, together with a statement of
11 the voyage on which, and the time during which, every

12 such seaman has served with him in such vessel, and
13 in one column of such list a report in respect to the
14 conduct, character, sobriety, and ability as a seaman, of
15 every such seaman so discharged, or a statement in re-
16 spect to any of such particulars that he declines to report.
17 And such discharge crew-list shall be in the form numbered
18 ten, in the schedule hereto annexed, and shall be verified by
19 the declaration of the master, that the same is in his belief
20 true, before such collector or consular officer, or some other
21 officer competent to administer an oath. And every collector
22 or consular officer to whom a discharge crew-list is delivered
23 or transmitted, shall transcribe the same into a book kept for
24 that purpose, and shall, upon application by any seaman,
25 give him a certified copy of any report in such discharge
26 crew-list concerning himself, in the form numbered eleven, in
27 the schedule hereto annexed.

1 SEC. 119. *And be it further enacted,* That any seaman
2 of whom such master shall fail to report as herein pre-
3 scribed, shall be entitled to receive, in addition to his wages,
4 twenty per centum of the whole amount of his wages for the
5 voyage terminating at the time of his discharge, recoverable
6 as wages; and in no case less than his wages for a month.

1 SEC. 120. *And be it further enacted,* That every person
2 who makes, assists in making, or procures to be made, any
3 false certificate or report of the service, sobriety, ability, con-

duct, or character of any seaman, knowing the same to be false, or who forges, or assists in forging, or procures to be forged, or fraudulently alters, or assists in fraudulently altering, or procures to be fraudulently altered, any such certificate or report, or who fraudulently makes use of any certificate or report, or of any copy of any certificate or report, which is forged or altered or does not belong to him, shall for each such offence be subject to a penalty not exceeding two hundred dollars and imprisonment not exceeding six months.

SEC. 121. *And be it further enacted*, That the following shall be the daily allowance of provisions and water to every seaman in the service of a vessel of the United States:

One pound of salt pork with half a pint of beans or peas, or one pound of salt beef with half a pound of flour and two ounces of dried apples, or other dried fruit; or three-quarters of a pound of preserved meat with half a pound of rice, two ounces of butter, and one ounce of desiccated mixed vegetables; or three-quarters of a pound of preserved meat, two ounces of butter, and two ounces of desiccated potato; together with fourteen ounces of biscuit, one quarter of an ounce of tea, or one ounce of coffee or cocoa, two ounces of sugar, and a quart of water; and of a weekly allowance of half a pound of pickles, half a pint of molasses, and half a pint of vinegar. Fresh or preserved meat may be substituted for salt beef or pork, and vegetables for the other arti-

cles usually issued with salt meats ; allowing one and a quarter pound of fresh, or three-quarters of a pound of preserved meat for one pound of salted beef or pork ; and regulating the quantity of vegetables so as to be equivalent to the articles for which they may be substituted. Should it be necessary or desirable to vary the above-described daily allowance, one pound of soft bread, or one pound of flour or half a pound of rice may be substituted for fourteen ounces of biscuit ; half a pound of rice for half a pint of beans or peas ; half a pint of beans or peas for half a pint of rice. And in case the crew of any such vessel while in her service shall be put upon an allowance in any of the foregoing particulars, that is short in quantity or bad in quality, the master, owner or owners, of such vessel, shall pay to each of such seamen so put upon such allowance, one day's wages for each particular of such supplies of bread, water, and meat, and one half of a day's wages for every other particular of such supplies in which, and for every day during which, he shall so be put on such allowance, unless it shall be proved that at the time of leaving the last port from which such vessel sailed, she had on board, well secured under deck, suitable and wholesome supplies of the description herein prescribed, sufficient in quantity for the voyage on which she sailed, or the equivalent of such supplies.

1 SEC. 122. *And be it further enacted,* That every vessel

2 of the United States, of the burden of one hundred tons or
3 upwards, and bound on a voyage to a foreign country, shall
4 be provided with a chest of medicines appropriate to the
5 voyage on which she shall be bound and the number of the
6 crew, as prescribed by the Secretary of the Treasury, put
7 up by some apothecary of known reputation, authorized by
8 the marine board, and accompanied by written or printed di-
9 rections for administering the same; and the said medicines
10 shall be examined by the same or some other such apothecary,
11 at least once in every year, if possible, and supplied
12 with fresh medicines in the place of such as shall have been
13 used or spoiled; and if, in any such vessel, such medicine
14 chest, so supplied with medicines and kept fit for use, is not
15 provided and kept on board, the master, owner or owners of
16 such vessel shall be liable to a penalty not exceeding three
17 hundred dollars. And every coast marine board shall designate
18 in every port within its marine district, at which there
19 is a suitable apothecary, one or more such apothecaries to
20 supply such medicine chests with medicines, and he shall
21 furnish such apothecaries with printed directions for the use
22 of such medicines, to accompany the medicine chests so supplied
23 by them; and no such vessel bound on such a voyage
24 shall be allowed to clear from port unless so provided.

1 SEC. 123. *And be it further enacted,* That any apothecary
2 who shall furnish any directions not authorized by the
 H. R. 1163—15

3 Secretary of the Treasury to accompany any medicine chest
4 supplied by such apothecary with medicines for a voyage
5 shall incur a penalty of one hundred dollars for each offence.

1 SEC. 124. *And be it further enacted*, That the master,
2 owner, or owners of every vessel bound on a foreign voyage
3 (except those bound to European ports, or to ports in the
4 Mediterranean sea, and also except vessels bound to ports on
5 the eastern coast of North America north of the United States,
6 or any islands or places in the Atlantic ocean north of the
7 thirty-fifth degree of north latitude,) shall provide and cause
8 to be kept on board such vessel a sufficient quantity of lime or
9 lemon juice and also of sugar and vinegar; and such master
10 shall serve out lime or lemon juice and sugar and vinegar to
11 the crew whenever they have consumed salt provisions for
12 ten days, and so long afterwards as such consumption con-
13 tinues, the lime or lemon juice, and sugar daily, at the rate of
14 half an ounce each per day, and the vinegar weekly at
15 the rate of half a pint per week, to each of the crew. And
16 if in any such vessel, lime and lemon juice, sugar and vine-
17 gar, as herein required, are not provided and kept on hand, as
18 herein required, the master, owner, or owners, shall incur a
19 penalty not exceeding one hundred dollars; and if the master
20 of any such vessel, as aforesaid, shall neglect to serve out
21 such lime or lemon juice, sugar, or vinegar, in the case and
22 manner herein required, he shall, for each such offence, incur

23 a penalty not exceeding twenty dollars ; and if any master
24 shall incur and pay either of the penalties mentioned in this
25 section, and it appears that the offence is owing to the act or
26 default of the owner or owners, such master may recover the
27 amount of such penalty and the costs incurred by him from
28 such owner or owners.

1 SEC. 125. *And be it further enacted*, That any person
2 who shall sell or supply any medicines, medical stores, lime
3 or lemon juice of bad quality, for the use of any vessel, shall,
4 for each such offence, incur a penalty not exceeding one hun-
5 dred dollars.

1 SEC. 126. *And be it further enacted*, That every master
2 of such a vessel shall keep on board proper weights and
3 measures, for the purpose of determining the quantities of the
4 several provisions and articles served out, and shall allow the
5 same to be used at the time of serving out such provisions and
6 articles, in the presence of a witness whenever any dispute
7 arises about such quantities, and for every violation of the
8 provisions of this section, he shall incur a penalty not exceed-
9 ing fifty dollars.

1 SEC. 127. *And be it further enacted*, That if the first
2 mate and a majority of the crew of any vessel bound on a
3 voyage to any foreign port, shall, after the voyage is begun
4 and before such vessel shall have left the land, discover that
5 such vessel is too leaky, or is otherwise unfit in her crew.

6 hull, tackle, apparel, machinery, propelling power, furniture,
7 supply of water, provisions, or stores, to proceed on the
8 intended voyage, and shall require such unfitness to be in-
9 quired into, the master shall, upon the request of such mate,
10 and such majority, forthwith proceed to or stop at the nearest
11 and most convenient port or place where such inquiry can be
12 made, and shall then apply to the judge of the district court,
13 if he shall there reside, or if not, to some justice of the peace,
14 or some commissioner appointed by a circuit court of the
15 United States, taking with him two or more of the crew, who
16 shall have made such request; and thereupon such magistrate
17 is hereby authorized and required to issue his precept, directed
18 to three persons in the neighborhood, the most skillful in
19 maritime affairs that can be procured, requiring them to re-
20 pair on board such vessel, and to examine the same in respect
21 to the defects and insufficiencies complained of, and to make
22 report to him, the said magistrate, in writing, under their
23 hands, or the hands of two of them, whether in any, or in
24 what respect, such vessel is unfit to proceed on the intended
25 voyage, and what addition of men, water, provisions, or stores,
26 or what repairs or alterations in the hull, tackle, apparel,
27 machinery, or propelling power, will be necessary; and upon
28 such report, such magistrate shall adjudge and determine, and
29 shall indorse on the said report his judgment, whether the
30 said vessel is fit to proceed on the intended voyage; and if

31 not, whether such repairs can be made or deficiencies sup-
32 plied where the vessel then lies, or whether it is necessary
33 for such vessel to return to the port from which she first
34 sailed to be there refitted; and the master and crew shall in
35 all things conform to such judgment; and the master shall, in
36 the first instance, pay all the costs of such view, report, and
37 judgment, to be taxed and allowed, on a fair copy thereof, cer-
38 tified by the said magistrate. But if such complaint of the
39 crew shall appear, upon such report and judgment, to have
40 been without foundation, then the said master, or the owner
41 or consignee of such vessel, shall deduct the amount of such
42 costs, and of reasonable damages for the detention, to be as-
43 certained by such magistrate, out of the wages growing due
44 to the complaining seamen. And if, after such judgment,
45 such vessel is fit to proceed on her intended voyage, or after
46 procuring such men, water, provisions, stores, repairs, or alter-
47 ations as may be directed, such seamen, or any of them, shall
48 refuse to proceed on the voyage, it shall and may be lawful
49 for any justice of the peace or commissioner aforesaid to com-
50 mit, by warrant under his hand and seal, every such seaman
51 who shall so refuse, to the common jail of the county, or other
52 place of imprisonment in the district in which the United
53 States may lawfully confine any person arrested under its
54 authority, there to remain without bail, until he shall have
55 paid double the sum advanced to him on subscribing the

56 agreement for the voyage, together with such reasonable costs
57 as shall be allowed by such justice or commissioner and
58 inserted in such warrant; nor shall any seaman be discharged
59 upon any writ of habeas corpus, or otherwise, until such sum
60 is paid by him, for want of any form of commitment, or other
61 previous proceedings, if sufficient matter shall be made to
62 appear, upon the return of such habeas corpus, and an exami-
63 nation then to be had, to detain him for the causes herein-
64 before assigned.

1 SEC. 128. *And be it further enacted,* That it shall be
2 the duty of every master of a vessel of the United States sail-
3 ing from a port thereof, on his arrival at a foreign port, to
4 enter the same for business, to deposit the certificate of regis-
5 try and license of such vessel, and other passport, with the
6 consular officer of the United States, if any there be, at such
7 port; and in case of the refusal or neglect of such master to
8 deposit the said papers as aforesaid, he shall forfeit and pay
9 five hundred dollars, to be recovered by such consular officer,
10 in his own name, for the benefit of the United States, in any
11 court of competent jurisdiction; and it shall be the duty of
12 such consular officer, on the production to him by such master
13 of a clearance from the proper officer of the port, where his
14 vessel may be, to deliver to such master the said papers, such
15 master having first complied with the provisions of this title
16 relating to seamen.

1 SEC. 129. *And be it further enacted,* That whenever a
2 vessel of the United States shall be sold in a foreign country,
3 and her crew discharged, or when a seaman of a vessel of the
4 United States shall, with his own consent, be discharged in a
5 foreign country, it shall be the duty of the master to produce
6 to the consular officer at the place of such discharge the
7 certified copy of the list of the crew of such vessel, and to
8 pay to such consular officer, for every seamen so discharged,
9 three months' pay, over and above the wages which may then
10 be due to such seaman, two-thirds thereof to be paid by such
11 consular officer to each seaman so discharged, and the other
12 remaining third to be retained for the purpose of creating a
13 fund for the payment of the passages of destitute seamen of
14 the United States who may be desirous of returning to the
15 United States, and for the maintenance and relief of seamen
16 of the United States who may be destitute, and may be in
17 such foreign port; and the several sums retained for such fund
18 shall be accounted for with the Secretary of the Treasury
19 every six months by the persons receiving the same, or
20 oftener, if he shall so require.

1 SEC. 130. *And be it further enacted,* That it shall be
2 the duty of every consular officer of the United States, from
3 time to time, to provide maintenance and relief for the seamen
4 of the United States, who may be found destitute within his
5 district, and secure for them sufficient subsistence and passages

6 to some port in the United States, in some vessel which will
7 employ them, and in default of such vessel, and if such
8 seamen shall not otherwise leave the district, then as
9 soon as possible, and in the most reasonable manner, at
10 the expense of the United States, subject to such instructions
11 as the Secretary of the Treasury shall give; and such con-
12 sular officer shall be allowed for the maintenance and relief of
13 any such seaman such sum per diem as the Secretary of the
14 Treasury may from time to time prescribe, and the amount
15 due in respect of such allowance and of the amount paid for
16 passages shall be paid out of any moneys applicable to the
17 relief of distressed seamen, and on the production of the bills
18 of the disbursements, with the proper vouchers, and an ac-
19 count. And all masters of vessels of the United States,
20 bound to some port of the United States, are hereby required
21 and enjoined to take such seamen on board of their vessels,
22 at the request of such consular officers, respectively, and to
23 transport them to the port in the United States to which such
24 vessels may be bound, and during such passage to provide
25 every such seaman with a proper berth or sleeping place
26 effectually protected against sea and weather, on such terms,
27 not exceeding ten dollars for each person, as may be agreed
28 between such master and consular officer. But the Secretary
29 of the Treasury may allow such additional compensation for
30 such transportation as he may deem equitable. No seaman

31 not a citizen of the United States, shall be deemed a seaman of
 32 the United States within the meaning of this section, whose last
 33 voyage shall have been made in a vessel of any foreign country.
 34 And such seamen shall, if able, be bound to do duty on board
 35 such vessels, according to their several abilities. But no such
 36 master shall be obliged to take a greater number than two
 37 men to every one hundred tons burden of his vessel, on any
 38 one voyage; and if any such master shall refuse the same, on
 39 the request or order of such consular officer, such master shall
 40 forfeit and pay the sum of one hundred dollars for each sea-
 41 man so refused, to be recovered for the benefit of the United
 42 States, in any court of competent jurisdiction. And the cer-
 43 tificate of any such consular officer, given under his hand and
 44 official seal, shall be prima facie evidence of such refusal, in
 45 any court of law having jurisdiction for the recovery of the
 46 penalty aforesaid; and a master who shall fail to provide
 47 such seaman with such berth or sleeping place, shall, for each
 48 offence, incur a penalty of one hundred dollars.

1 SEC. 131. *And be it further enacted,* That when any
 2 seaman shall complain that the voyage is continued contrary
 3 to the agreement with him, or that he has fulfilled his agree-
 4 ment, any consular officer of the United States may examine
 5 into such complaint by an inspection of the copy of the arti-
 6 cles of agreement; and if on the face of them he shall find the
 7 complaint to be well founded, he shall discharge such seaman,

8 if he desires it, and shall require the master to pay, beyond
9 the lawful claims of such seaman, three months' wages, which
10 shall be applied in the same manner as the three months'
11 wages required by the one hundred and twenty-ninth section
12 of this act. But if such consular officer shall be satisfied that
13 the agreement has expired or the voyage had been protracted
14 by circumstances beyond the control of such master, and
15 without any design on his part to violate the articles of ship-
16 ment, then he may, if he deems it just, discharge such sea-
17 man without exacting such three months' additional pay; nor
18 shall the payment of such extra wages be required in cases
19 of vessels wrecked and stranded, and condemned as unfit for
20 service.

1 SEC. 132. *And be it further enacted*, That when any
2 seaman shall complain to a consular officer of the United
3 States that he is subjected to cruel and unusual treatment on
4 board a vessel of the United States, shall apply to such officer
5 for a discharge, such officer shall examine into the complaint,
6 and if it shall be found true, he shall discharge such seaman
7 and require the master, and the master shall be bound to pay,
8 beyond the lawful claims of such seaman, three months'
9 wages, which shall be applied in the same manner as the
10 three months' wages required by the one hundred and twenty-
11 ninth section of this act; and such consular officer, so dis-
12 charging such seaman, and in all cases in which he shall dis-

13 charge a seaman, shall enter on the certified copy of the crew
14 list the fact and cause of the discharge, and the facts of the
15 case, and subscribe his name thereto officially.

1 SEC. 133. *And be it further enacted*, That if any con-
2 sular officer, when discharging any seaman, shall neglect to
3 demand and collect the extra wages herein required to be
4 paid in the case of the discharge of any seaman, he shall be
5 liable to pay to the United States the full amount of its share
6 of such wages, and to each seaman so discharged the full
7 amount of his share thereof.

1 SEC. 134. *And be it further enacted*, That if the first
2 mate or second mate and third mate of any vessel of the
3 United States, and a majority of the crew, shall make com-
4 plaint in writing that such vessel is in an unsuitable condition
5 to go to sea because she is leaky or insufficiently supplied with
6 sails, rigging, anchors, or any other equipment, or is defective
7 in her machinery or propelling power, or that the crew is in-
8 sufficient to man her, or that her provisions, stores, or sup-
9 plies, are not or have not been during the voyage, sufficient
10 and wholesome, thereupon, in any of these, or like cases,
11 the consular officer shall appoint two disinterested, compe-
12 tent, practical men, acquainted with maritime affairs, to ex-
13 amine into the causes of complaint, who shall in their report
14 state what deficiencies, if any, they find to be well founded, as
15 well as what in their judgment ought to be done to put the ves-

16 sel in order for the continuance of her voyage. The inspectors
17 so appointed shall have full power to examine the vessel
18 and whatever is on board of her, so far as is pertinent to their
19 inquiry, and also to hear and receive any other proofs which
20 justice may require; and if, upon a view of the whole pro-
21 ceedings, such consular officer shall be satisfied therewith, he
22 may approve the whole or any part of the report, and shall
23 certify such approval, and, if he dissents, shall also certify his
24 reason for so dissenting; and such inspectors in their report
25 shall also state whether, in their opinion, the vessel was sent
26 to sea unsuitably provided in any important particular, by
27 neglect, design, or through mistake or accident, and in case it
28 was by neglect or design, and such consular officer approves
29 such finding, he shall discharge such of the crew as require it,
30 each of whom shall be entitled to three months' pay in addi-
31 tion to his wages or lawful claims at the time of discharge;
32 but if, in the opinion of such inspectors, the defects or deficien-
33 cies found to exist have been the result of mistake or accident,
34 and could not in the exercise of ordinary care have been known
35 and provided against, before the sailing of the vessel, and the
36 master shall, in a reasonable time, remove or remedy the
37 causes of complaint, then the crew shall remain and discharge
38 their duty; otherwise they shall, upon their request, be dis-
39 charged, and receive each one month's wages in addition to
40 the pay up to the time of such discharge; and such master

41 shall pay all such reasonable charges in the premises as shall
42 be officially certified to him under the hand of such consular
43 officer; but in case the inspectors report that the complaint is
44 without any good and sufficient cause, the master may retain
45 from the wages of the complainants, in proportion to the pay
46 of each, the amount of such charges, with such reasonable
47 damages for detention on that account as such consular officer
48 may officially certify.

1 SEC. 135. *And be it further enacted*, That the crew of
2 any vessel of the United States shall have the fullest liberty
3 to lay their complaints before the consular officer of the United
4 States in a foreign port, and shall in no respect be restrained
5 or hindered therein by the master or other officer, unless some
6 sufficient and valid objection exists against their landing; in
7 which case, if any seaman desires to see such consular officer,
8 it shall be the duty of the master to inform such officer
9 of the fact forthwith, stating the reason why such seaman
10 is not permitted to land, and that such consular officer is
11 desired to come on board; whereupon it shall be the duty of
12 such consular officer to go on board such vessel, and inquire
13 into the causes of the complaint, and to proceed thereon as
14 herein directed.

1 SEC. 136. *And be it further enacted*, That every master
2 of a vessel of the United States who shall, while abroad,
3 maliciously, and without justifiable cause, force any officer or

4 seaman of such vessel on shore, or leave him behind in any
5 foreign port or place, or refuse to bring home again all such
6 of the officers and seamen of such vessel whom he carried
7 out with him, as are in a condition to return, and willing to
8 return, when he shall be ready to proceed on his homeward
9 voyage, shall, for each offence, on conviction thereof, be pun-
10 ished by fine not exceeding five hundred dollars, or by im-
11 prisonment not exceeding six months, according to the
12 aggravation of the offence.

1 SEC. 137. *And be it further enacted,* That if the master
2 of a vessel of the United States shall discharge any seaman
3 at any foreign port or place without previously obtaining the
4 sanction in writing, indorsed on the certified copy of the
5 crew-list, by the consular officer for such port or place,
6 or in the absence of any such officer, by two respectable mer-
7 chants, resident at or near such port or place, or shall leave
8 behind at any such port or place, for any reason whatever,
9 without previously obtaining from such officer, or such other
10 persons in the absence of any such officer, a certificate in
11 writing indorsed as aforesaid, stating the fact and the cause
12 thereof, whether such cause be unfitness or inability to pro-
13 ceed to sea, or desertion, or unaccountable disappearance, he
14 shall be liable to a fine not exceeding five hundred dollars, or
15 to imprisonment not exceeding three months. And such con-
16 sular officers shall, and such merchants may, examine into the

17 grounds of such proposed discharge, or into the allegation of
18 such unfitness, inability, desertion, or disappearance in a sum-
19 mary way, and may, for that purpose, if they think fit so to
20 do, administer oaths, and may either grant or refuse such
21 sanction or certificate, as appears to them to be just; and upon
22 the trial of a master for discharging or leaving behind a sea-
23 man contrary to the provisions of this title, it shall be incum-
24 bent upon such master either to produce the sanction or
25 certificate hereby required, or to prove that he had obtained
26 the same previously to having discharged or left behind such
27 seaman, or that it was impracticable for him to obtain such
28 sanction or certificate.

1 SEC. 138. *And be it further enacted,* That in the case
2 of the discharge of a seaman by a consular officer un-
3 der the provisions of this title, the master of the ves-
4 sel from which such seaman is discharged shall deliver
5 to the consular officer for the port or place of such discharge
6 a full and true account of the wages due such seaman in du-
7 plicate, and shall pay such wages and all additional sums re-
8 quired by the provisions of this title to such officer, who shall
9 indorse the amount of money so paid upon the certified copy
10 of the agreement aforesaid, together with a brief statement
11 of the facts of the case; and such consular officer shall, if
12 satisfied with the account, indorse on one of the duplicates
13 thereof a receipt for the amount paid and shall return the

14 same to the master; and the said master shall, within
15 forty-eight hours after his return to his port of desti-
16 nation in the United States, deliver the same to the col-
17 lector of the district, who shall send a copy of the same to
18 the Secretary of the Treasury; and such consular officer
19 shall retain the other duplicate of such account, and shall, if
20 such seaman subsequently obtains employment at or other-
21 wise quits the port, deduct out of the sum received by him as
22 aforesaid any expenses which have been incurred by him or
23 such seaman for board or other necessities, and shall pay the
24 residue to the seaman, and he shall also deliver to such sea-
25 man an account of the sums so received and expended on his
26 behalf; and if the seaman shall die before his vessel quits port,
27 such officer shall deal with the same in the manner herein-
28 after provided in that behalf. And every such master as
29 aforesaid, who shall refuse or neglect to deliver a full account of
30 such wages as hereinbefore required, or to deliver to the col-
31 lector of the port of destination in the United States the
32 account and receipt as aforesaid, shall be subject to a
33 penalty for each offence of fifty dollars; and every such master
34 who shall deliver a false and fraudulent account of such wages
35 shall incur a penalty for each offence of one hundred dollars,
36 and in case the lawful wages of such seaman are not paid to
37 such consular officer as herein required, they shall bear an
38 interest at the rate of of twenty per centum per annum.

1 SEC. 139. *And be it further enacted*, That if any sea-
2 man of a vessel of the United States shall be discharged
3 or left behind at any foreign port or place without a full
4 compliance on the part of the master with all the pro-
5 visions in that behalf in this act contained, and shall become
6 distressed and be relieved under the provisions of this title, or
7 if any citizen of the United States, after having been engaged
8 by any person, whether acting as principal or agent, to serve
9 in any foreign vessel, shall become distressed and be relieved
10 as aforesaid, all expenses incurred for his relief, subsistence,
11 necessary clothing, conveyance home, and burial in case he
12 should die abroad before reaching home, shall constitute a lien
13 upon the vessel to which such seaman belonged, whether she
14 be a vessel of the United States or a foreign vessel; and the
15 Secretary of the Treasury may, in the name of the United
16 States, besides suing for any penalties which have been
17 incurred, sue for and recover such expenses, with costs,
18 either from the master of such vessel or from the person who
19 is the owner thereof for the time being, or in case of such en-
20 gagement as aforesaid for service in a foreign vessel, from
21 the master or owner, or from the person by whom the engage-
22 ment was so made as aforesaid; and such sums shall be re-
23 coverable either in the same manner as other debts due to the
24 United States, or by libel; and in any proceeding for that
25 purpose, the certificate of the Secretary of the Treasury, of

26 charges incurred on account of such seaman, shall be sufficient
27 evidence that he was relieved, conveyed home, or buried, as
28 the case may be, at the expense of the United States.

1 SEC. 140. *And be it further enacted*, That if the master
2 or any seaman shall receive any hurt or injury, or contract
3 any illness in the service of a vessel of the United States, the
4 expense of providing the necessary surgical and medical ad-
5 vice, attendance, and medicines, and of his subsistence until
6 he is cured or dies, or is brought back to some port of the
7 United States, and of his conveyance to such port, and the
8 expense, if any, of his burial, shall be defrayed by the owner
9 of such vessel, without any deduction on that account from
10 the wages of such master or seaman.

1 SEC. 141. *And be it further enacted*, That if such master
2 or seaman shall, on account of any illness, hurt, or injury,
3 be temporarily removed from his vessel for the purpose of
4 preventing infection or otherwise for the convenience of the
5 vessel, and subsequently shall return to his duty, the expense
6 of his removal, and of providing the necessary advice, attend-
7 ance, and medicines, and of his subsistence while away from
8 the vessel, shall be defrayed by the owner of such vessel
9 without any deduction on that account from the wages of
10 such master or seaman. The expense of all medicines
11 and surgical and medical attendance given to any mas-
12 ter or seaman while on board his vessel shall be defrayed

13 in like manner. In all other cases any reasonable expenses
14 duly incurred by the owner for any seaman in respect to
15 illness, and also any reasonable expenses duly incurred by the
16 owner in respect of the burial of any seaman who shall die
17 while on service shall, if duly proved, be deducted from the
18 wages of such seaman.

1 SEC. 142. *And be it further enacted*, That if any such
2 expenses in respect of the illness, injury or hurt of any seaman
3 as are to be borne by the owner, shall be paid by any consular
4 officer or other person, or if any other expenses in respect of
5 the illness, injury, or hurt of any seaman whose wages and
6 other claims are not accounted for and paid to such officer
7 under the provisions of this title, shall be so paid, such ex-
8 penses shall be paid to such officer or other person by the
9 master of such vessel, and if not so repaid, the amount thereof,
10 with costs, shall be a lien upon the vessel, and be recoverable
11 from said master or from the owner of such vessel for the time
12 being in any court of competent jurisdiction by such officer
13 or other person; and in case such expenses incurred by such
14 officer have been allowed to him out of the public moneys,
15 the same shall be recoverable in like manner by the United
16 States; and in any proceeding for the recovery thereof, the
17 production of a certificate of the facts signed by such officer
18 or other person, together with such vouchers, if any, as the

19 case requires, shall be sufficient proof that such expenses were
20 duly paid by such officer or other person as aforesaid.

1 SEC. 143. *And be it further enacted,* That whenever a
2 seaman who has lawfully contracted for service in any vessel
3 of the United States shall do any of the acts specified in this
4 section, he shall incur penalties and forfeitures therefor, as fol-
5 lows :

6 (1.) If any such seaman shall, after his vessel has set
7 out upon her voyage, and on arrival at any port or place
8 other than that at which by the agreement he shall be
9 entitled to be discharged, desert his vessel, the wages which
10 he shall have earned and which shall be unpaid at the time
11 of such desertion and whatever interest he may have in the
12 cargo of such vessel, and all or any part of the clothes or
13 effects he shall leave on board, shall be forfeited to the United
14 States ; and a seaman shall be deemed to have deserted his
15 vessel, within the meaning of this section, who shall have
16 wilfully, and without reasonable cause, abandoned such ves-
17 sel with an intention not to return to her, or who shall, with-
18 out reasonable cause, have absented himself from his vessel
19 without leave for the period of forty-eight hours.

20 (2.) If, without reasonable cause, any such seaman who
21 has been paid wages in advance shall neglect or refuse to join
22 his vessel, or having joined his vessel shall, without reasonable
23 cause, afterwards leave the same and shall not proceed on the

24 voyage, the master, owner, or consignee of such vessel shall
 25 be entitled to recover of such seaman double the amount so
 26 advanced, and to sell any clothes and effects left by such sea-
 27 man on board such vessel, and retain such amount from the
 28 proceeds of such sale; and the same entries in his log-book
 29 shall be made in such case as are required in respect of the
 30 clothes, effects, wages, and share in the cargo left on board
 31 the vessel by a seaman who has deserted.

32 (3.) And if any such seaman shall, without reasonable
 33 cause, fail to render himself on board his vessel at the time ap-
 34 pointed in the agreement, or shall, after rendering himself on
 35 board, at any time without reasonable cause absent himself
 36 without leave, but without deserting, or if deserting, without
 37 being treated as deserting by the master, such seaman shall
 38 forfeit out of his wages for every such default a sum not ex-
 39 ceeding two days' pay, and in addition, for every twenty-four
 40 hours of absence a sum not exceeding three days' pay.

41 (4.) If any such seaman shall quit his vessel after her
 42 arrival at the port at which he shall be entitled by the agree-
 43 ment to be discharged and before his vessel is placed in
 44 security, he shall be liable to forfeit out of his wages a sum
 45 not exceeding one month's pay.

46 (5.) If any such seaman shall wilfully disobey any lawful
 47 command, he shall, at the discretion of the court, be liable to
 48 forfeit out of his wages a sum not exceeding two days' pay,

49 and for continued wilful disobedience to lawful commands or
50 continued wilful neglect of duty, he shall, at the discretion of
51 the court, be liable to forfeit a sum not exceeding six days'
52 pay.

53 (6.) If any such seaman shall assault any master or
54 mate, he shall be liable to imprisonment for a period not ex-
55 ceeding twelve weeks.

56 (7.) If any such seaman shall wilfully damage the vessel,
57 or embezzle or wilfully damage any of her stores or cargo, he
58 shall be liable to forfeit out of his wages a sum equal to the
59 loss thereby sustained, and also, at the discretion of the court,
60 be liable to imprisonment for any period not exceeding twelve
61 weeks.

62 The offences made punishable by the provisions of this
63 section shall be summarily tried in the district court having
64 jurisdiction of same, in accordance with the provisions of an
65 act entitled "An act to provide for the summary trial of
66 minor offences against the laws of the United States," ap-
67 proved the eleventh day of June, eighteen hundred and
68 sixty-four.

1 SEC. 144. *And be it further enacted,* That upon the
2 doing of any of the acts enumerated in the preceding section,
3 for which a penalty or forfeiture is incurred, an entry thereof
4 shall be made in the log-book, and shall be signed by the
5 master and also by the mate or one of the crew; and the

6 delinquent, if still in the vessel, shall, before the next subse-
7 quent arrival of the vessel at any port, or if she is at the
8 time in port, before her departure therefrom, either be fur-
9 nished with a copy of such entry or have the same read over
10 distinctly and audibly to him, and a statement that a copy of
11 such entry has been so furnished, or that the same has been
12 so read over as aforesaid, shall be entered and signed in man-
13 ner aforesaid; and in any subsequent legal proceedings the
14 entries hereinbefore required shall, if practicable, be pro-
15 duced or proved, and in default of such production or proof,
16 the court hearing the case shall refuse to receive evidence
17 of the act for which it is sought to impose a penalty or
18 forfeiture; and any entry in the log-book of a vessel of the
19 United States, to be admissible as evidence, shall be made as
20 soon as possible after the occurrence to which it relates, and
21 if not made on the day of the occurrence to which it relates,
22 shall be made and dated so as to show the date of the occur-
23 rence and of the entry respecting it; and in no case shall any
24 entry therein, in respect to any occurrence happening pre-
25 viously to the arrival of the vessel at her final port of dis-
26 charge, be made more than twenty-four hours after such
27 arrival.

1 SEC. 145. *And be it further enacted,* That every person
2 who shall make, or procure to be made, or assist in making,
3 any entry in any such log-book, in respect to any occurrence

4 happening previously to the arrival of the vessel at her final
5 port of discharge, more than twenty-four hours after such
6 arrival, shall, for every such offence, incur a penalty of one
7 hundred dollars; and every person who wilfully destroys or
8 mutilates or renders illegible any entry in any such log-book,
9 or who wilfully makes, or procures to be made, or assists in
10 making, any false or fraudulent entry, or fraudulently omits
11 to make, or procures to be omitted, the proper entry in any
12 such log-book, shall, for each offence, be punished by a fine
13 not exceeding five hundred dollars and by imprisonment not
14 exceeding six months.

1 SEC. 146. *And be it further enacted,* That every person
2 who, by any means whatever, shall persuade or attempt to
3 persuade any seaman to neglect or refuse to join, or to pro-
4 ceed to sea in, or desert his vessel, or otherwise to absent
5 himself from his duty, shall for each such offence in respect
6 to each such seaman incur a penalty not exceeding fifty dol-
7 lars; and every person who shall wilfully harbor or secrete
8 any seaman who has deserted from his vessel, or who has
9 wilfully neglected or refused to join or has deserted from his
10 his vessel, knowing or having reason to believe such seaman
11 to have so done, shall for every such seaman so harbored or
12 secreted incur a penalty not exceeding one hundred dollars.
13 And such penalty may be recovered by any person suing
14 therefor in any court of competent jurisdiction.

1 SEC. 147. *And be it further enacted*, That no seaman
 2 shall be entitled to wages for any period during which he
 3 shall unlawfully refuse or neglect to work when required,
 4 whether before or after the time fixed by the agreement for
 5 his beginning work, nor unless the court hearing the case
 6 shall otherwise direct, for any period during which he is law-
 7 fully imprisoned for any offence committed by him.

1 SEC. 148. *And be it further enacted*, That if any sea-
 2 man who shall have made and signed the agreement to per-
 3 form a voyage, shall, at any port or place, desert, or shall
 4 absent himself from such vessel, without leave of the master
 5 or officer commanding in the absence of the master, it shall
 6 be lawful for any justice of the peace within the United
 7 States, or any commissioner appointed by a circuit court of
 8 the United States, upon the complaint of the master, to issue
 9 his warrant to apprehend such deserter and bring him before
 10 himself; and if it shall then appear by due proof that he has
 11 signed an agreement within the intent and meaning of the
 12 ninety-eighth section of this act, and that the voyage agreed
 13 for is not finished or altered, and that the agreement is not
 14 otherwise dissolved, and that such seamen has deserted the
 15 vessel, or absented himself without leave, said justice or com-
 16 missioner shall commit him to a common jail, or other place
 17 of imprisonment in the district in which the United States
 18 may lawfully confine any person arrested under its authority,

19 there to remain until such vessel shall be ready to proceed on
 20 her voyage, or till the master of the same shall require his
 21 discharge; and then he shall be delivered to such master,
 22 who shall pay all the costs of such commitment, deducting
 23 the same out of the wages due to such seaman.

1 SEC. 149. *And be it further enacted,* That it shall be the
 2 duty of consular officers to reclaim deserters and discounten-
 3 ance insubordination by every means within their power; and
 4 where the local authorities can be usefully employed for that
 5 purpose, to lend their aid and exert themselves so to employ
 6 them. In all cases where deserters are apprehended, the
 7 consular officer shall inquire into the facts; and if satisfied that
 8 the desertion was caused by unusual or cruel treatment, the
 9 seaman shall be discharged, and receive, in addition to his
 10 wages to the time of discharge, three months' pay; and the
 11 officer so discharging him shall enter upon the certified copy of
 12 the crew list the cause of such discharge, and the particulars
 13 in which the cruelty or unusual treatment consisted, and sub-
 14 scribe his name thereto officially.

1 SEC. 150. *And be it further enacted,* That in all cases
 2 of desertion from any vessel in any foreign port or place, the
 3 master shall produce the entry of such desertion in the log-
 4 book to the officer or persons required to indorse on the cer-
 5 tified copy of the crew list a certificate of such desertion,
 6 and such officer or other persons shall thereupon make and

7 certify a copy of such entry in the log-book, and also a copy
8 of such certificate of desertion; and such copies, if purport-
9 ing to be so made and certified as aforesaid, shall, in any legal
10 proceedings relating to such desertion, be received as evidence
11 of the entries therein appearing. If there be no such officer
12 or other persons at the port or place of such desertion, the
13 master shall make a memorandum of the fact and date of
14 such desertion on the certified copy of the list of the crew,
15 and make a declaration that such memorandum is true,
16 before some consular officer, at the port or place having a
17 consular officer, first visited by such vessel after such deser-
18 tion, if such desertion shall have occurred in a foreign coun-
19 try, or if, in such case, such vessel shall not visit any place
20 where there shall be a consular officer before her return to
21 the United States, or the desertion shall have occurred in this
22 country, such declaration shall be made before a notary public,
23 or justice of the peace, immediately, at the first port or place
24 where such vessel shall arrive after such desertion, and such
25 consular officer, notary public, or justice of the peace, shall
26 make a certificate of such declaration, and of the time and
27 place thereof, and such a memorandum, purporting to be so
28 made and verified, and any copy thereof certified by a con-
29 sular officer, notary public, or justice of the peace, if purport-
30 ing to be so certified, shall be received as evidence of the
31 statements appearing in such memorandum or copy.

1 SEC. 151. *And be it further enacted,* That whenever
 2 any seaman contracts for wages by the run or by the share,
 3 and not by the month or other period of time, the amount of
 4 forfeiture to be incurred under this act shall be taken to be an
 5 amount bearing the same proportion to the whole wages or
 6 share as a calendar month or other the period hereinbefore
 7 mentioned, in fixing the amount of such forfeiture, (as the case
 9 may be,) bears to the whole time spent in the voyage; and
 10 if the whole time spent in the voyage does not exceed the
 11 period for which the pay is to be forfeited, the forfeiture shall
 12 extend to the whole wages or share.

1 SEC. 152. *And be it further enacted,* That upon the deser-
 2 tion of any seaman, the master shall take charge of all money,
 3 clothes, effects, and interest in the cargo belonging to such sea-
 4 man, and shall, if he thinks fit, cause all or any of said clothes and
 5 effects to be sold by auction at the mast or other public auction,
 6 and shall sign an entry in the log book containing a statement of
 7 the amount of the money, the interest in the cargo, and the amount
 8 of such cargo, in which he has an interest, and a description of
 9 the effects so left by such seaman on board, and a description
 10 of each article, if any, sold, and the sum received for each, and a
 11 statement of the amount of wages earned and unpaid at the
 12 time of desertion, and shall cause such entry to be attested
 13 by the mate or one of the crew. But such seaman's interest
 14 in the cargo, or any part thereof, shall not be separated from

15 the other interests therein in any sale or disposition thereof;
16 and such master shall deliver and pay such clothes, effects,
17 interest in cargo, the proceeds of any sale thereof, and such
18 wages, with an account thereof, to the collector of the port
19 where the crew of such vessel are accounted for as soon as
20 may be; and such of said clothes, effects, and property as re-
21 main unsold, the collector shall sell at public auction, and out
22 of the money so paid over to the collector and the proceeds
23 of such sales by the collector, there shall be deducted and
24 paid to the master or owner of such vessel any expense which
25 may necessarily have been incurred for such vessel in conse-
26 quence of such desertion; and in settling the account of such
27 wages, interest, or other property, no allowance shall be made
28 except for moneys actually paid, or goods at a fair price sup-
29 plied, or expenses incurred for such seaman, any receipt or
30 voucher from, or arrangement with, such seaman to the con-
31 trary notwithstanding.

1 SEC. 153. *And be it further enacted,* That whenever
2 any seaman belonging to, or sent home in a vessel of
3 the United States, engaged in a foreign voyage, or a
4 voyage from a port in one State to a port in any other
5 than an adjoining State, dies during the voyage, the master
6 shall take charge of all money, clothes, and effects which he
7 leaves on board, and shall, if he thinks fit, cause all or any of
8 the said clothes and effects to be sold by auction at the mast,

9 or other public auction, and shall thereupon make and sign an
10 entry in the log-book, containing a statement of the amount
11 of the money and a description of the effects so left by the de-
12 ceased, a description of each article, if any, sold, and the sum re-
13 ceived for it, and a statement of the sum due to the deceased
14 as wages, and the total amount of the deductions, if any, to
15 be made therefrom; and he shall cause such entry to be at-
16 tested by a mate, if there be one, and by one of the crew.

1 SEC. 154. *And be it further enacted*, That, if such
2 vessel shall proceed at once to any port of the United States,
3 without touching on the way at any foreign port, the master
4 shall, within forty-eight hours after his arrival, deliver any
5 such effects, as aforesaid, remaining unsold, and pay any
6 money which he has taken charge of, or received from, such
7 sale as aforesaid, and also the balance of wages due to the
8 deceased, to the chief officer of the customs at such port, who
9 shall give such master a receipt for the same.

1 SEC. 155. *And be it further enacted*, That, if such ves-
2 sel shall touch and remain forty-eight hours at a foreign
3 port at which there is a consular officer of the United
4 States, before coming to any port of the United States,
5 the master shall report the case to such consular officer,
6 and shall give to such officer any information he may re-
7 quire as to the destination of the vessel, and the probable
8 length of the voyage; and such officer may thereupon, if he

9 considers it expedient so to do, require the said effects, money,
10 and wages to be delivered and paid to him, and shall, upon
11 such delivery and payment, give to the master a receipt
12 therefor; and such consular officer shall certify upon the
13 certified copy of the shipping articles the particulars of such
14 delivery and payment. If such consular officer shall not
15 require such payment and delivery to be made to him, the
16 master shall take charge of the said effects, money, and wages,
17 and shall, within forty-eight hours after his arrival at his port
18 of destination in the United States, deliver and pay the same
19 to the chief officer of the customs at such port, who shall give
20 to such master a receipt for the same.

1 SEC. 156. *And be it further enacted,* That in all such
2 cases in which a seaman shall die in the course of a
3 voyage, the master shall give to such consular or cus-
4 toms officer an account, in such form as he may re-
5 quire, of the effects, money, and wages so to be delivered
6 and paid; and no deductions claimed in such account shall
7 be allowed unless verified, if there is a log-book, by such
8 entry therein as hereinbefore required, and other proper
9 vouchers; and every receipt received by a master from a
10 consular or customs officer for the effects, money, or wages
11 delivered or paid to such officer as aforesaid, shall be deliv-
12 ered to the chief officer of the customs at the port of desti-
13 nation in the United States, within forty-eight hours after

14 arrival at such port; and every such receipt shall be tran-
15 scribed by such officer of the customs into a book kept for
16 the purpose, and a copy of the same forthwith sent to the
17 Secretary of the Treasury.

1 SEC. 157. *And be it further enacted*, That if any master
2 shall fail to take such charge of the money, or other effects,
3 of a seaman dying during the voyage, or to make such entries
4 in respect thereof, or to procure such attestation to such
5 entries, or to make such payment or delivery of any money,
6 wages, or effects of any seaman dying during the voyage, or
7 to give such account, or deliver such receipt, in respect
8 thereof as hereinbefore required, he and the owner of the
9 vessel to which such seaman belonged, shall be accountable
10 for, and shall pay and deliver accordingly, the money, wages,
11 and effects of such seaman, to his legal representatives, who
12 shall have a lien on such vessel for the same or the value
13 thereof.

1 SEC. 158. *And be it further enacted*, That if any such
2 seaman shall die at any place in a foreign country, leaving
3 any money or effects not on board his vessel, the consular
4 officer of the United States, at or nearest to such place, shall
5 claim and take charge of such money and effects; and such
6 officer shall, if he thinks fit, sell at auction all or any of such
7 effects; and any customs or consular officer shall, if he thinks
8 fit, sell at auction any effects of any deceased seaman delivered

9 to him under the provisions hereinbefore made; and every
10 such customs officer and consular officer shall quarterly, or at
11 such other times as the Secretary of the Treasury directs,
12 remit to such Secretary all moneys belonging to, or arising
13 from the sale of the effects of, or paid as the wages of, any
14 deceased seaman, which have come to his hands under the
15 provisions hereinbefore made, and shall render such accounts
16 in respect to the same as such Secretary may require; and
17 such Secretary shall publish notice of the receipt of the same
18 and pay over the same to such seaman's legal representatives,
19 if claimed within six years from the receipt of the same,
20 otherwise they shall be applied to the fund for the relief of
21 sick and disabled seamen.

1 SEC. 159. *And be it further enacted,* That if any master
2 or other officer of a vessel of the United States on the high
3 seas, or on any other waters, within the admiralty and mari-
4 time jurisdiction of the United States, shall, from malice,
5 hatred, or revenge, and without justifiable cause, beat, wound,
6 or imprison any of the crew of such vessel, or withhold from
7 him suitable food or nourishment, or inflict upon him any
8 cruel and unusual punishment, every such person so offending
9 shall, on conviction thereof, be punished by fine not exceeding
10 one thousand dollars, or by imprisonment not exceeding five
11 years, or by both, according to the nature and aggravation
12 of the offence.

1 SEC. 160. *And be it further enacted,* That any master
2 of, or any seamen belonging to, a vessel of the United States
3 who, by wilful breach of duty or by reason of drunkenness,
4 shall do any act tending to the immediate loss, destruction,
5 or serious damage of such vessel, or tending immediately to
6 endanger the life or limb of any person belonging to or on
7 board of such vessel, or who, by wilful breach of duty, or by
8 neglect of duty, or by reason of drunkenness, shall refuse or
9 omit to do any lawful act, proper and requisite to be done
10 by him, for preserving such vessel from immediate loss,
11 destruction, or serious damage, or for preserving any person
12 belonging to or on board of such vessel from immediate danger
13 to life or limb, shall be punished by a fine not exceeding five
14 hundred dollars, or imprisonment not exceeding six months, or
15 both, according to the aggravation of the offence.

1 SEC. 161. *And be it further enacted,* That if during the
2 progress of a voyage, the master of a vessel of the United
3 States shall be superseded, or for any other reason shall quit
4 the vessel, and be succeeded in the command by some other
5 person, he shall deliver to his successor the various documents
6 relating to the navigation of the vessel and to the crew thereof,
7 which are in his custody, and shall, in default, incur a penalty
8 not exceeding five hundred dollars, and such successor shall,
9 immediately on assuming command of the vessel, enter in the
10 log-book a list of the documents so delivered to him.

1 SEC. 162. *And be it further enacted,* That if any master
2 of a vessel of the United States shall proceed on a foreign
3 voyage without the certified copies of the shipping articles
4 and list of the crew aforesaid, or refuse to produce them when
5 lawfully required, he shall be liable to pay a fine of one hun-
6 dred dollars for each and every offence, to be recovered by
7 any person suing therefor in any court of the United States
8 in the district where such delinquent may reside or be found.

1 SEC. 163. *And be it further enacted,* That any person
2 who shall secrete himself and go to sea in any vessel of the
3 United States without the consent of either the owner, con-
4 signee, or master, or of a mate, or of any person in charge
5 of such vessel, or of any other person entitled to give such
6 consent, shall incur a penalty not exceeding one hundred dol-
7 lars and be liable to imprisonment for any period not exceed-
8 ing four weeks.

1 SEC. 164. *And be it further enacted,* That every sea-
2 man whom the master of any vessel is obliged by the
3 provisions of this title to take on board and convey, and
4 every person who goes to sea in any vessel without the con-
5 sent of the master, or owner, or other person entitled to give
6 such consent, shall, so long as he remains in such vessel, be
7 subject to the discipline and regulations for preserving dis-
8 cipline to which he would be lawfully subject if he were a
9 member of the crew and had signed the agreement.

1 SEC. 165. *And be it further enacted,* That it shall not
2 be lawful for any seaman while on board a vessel of the
3 United States to wear a sheath knife ; and it shall be the duty
4 of every master of such a vessel to prohibit all the seamen of
5 such vessel from wearing sheath knives on shipboard, and
6 enforce such prohibition by such lawful measures of discipline
7 as he is entitled to employ ; and for every breach of such
8 duty a master shall incur a penalty of fifty dollars, one-half
9 for the benefit of the person prosecuting for the same and the
10 other half for the benefit of the fund for the relief of sick and
11 disabled seamen.

1 SEC. 166. *And be it further enacted,* That it shall be
2 the duty of every master of a vessel of the United States,
3 whenever he shall have occasion for any consular or other
4 official service, which any consular officer of the United States
5 shall be authorized by law or usage officially to perform, and
6 for which any fees shall be allowed by law, to apply to such
7 officer, if any there be, where such service shall be required,
8 to perform such service, and such master shall pay to such
9 officer such fees as shall be allowed by law for such service ;
10 and if any such master shall omit so to do, he shall be liable
11 to pay to the United States the amount of fees lawfully
12 chargeable for such services, as though the said services had
13 been performed by such officer ; and all consular officers are

14 hereby authorized and required to retain in their possession
15 all the papers of such vessels, which shall be deposited with
16 them as directed by law, till payment shall be made, of all
17 demands and wages, required by the provisions of this title.

1 SEC. 167. *And be it further enacted*, That no consular
2 officer, nor any person in the employment of such officer,
3 shall make any charge or receive, directly or indirectly, any
4 compensation, by way of commission or otherwise, for
5 receiving or disbursing the wages or extra wages to which
6 any seaman shall be entitled who shall be discharged in any
7 foreign country, or for any money paid on account of any
8 seaman who shall seek relief from any consular officer, nor
9 shall any consular officer, or any person in the employment
10 of a consular officer, be interested, directly or indirectly, in
11 any profit derived from clothing, boarding, or otherwise sup-
12 plying or sending home any such seaman. But such pro-
13 hibition shall not be construed to relieve or prevent any
14 such officer, who shall be the owner, or otherwise interested
15 in any vessel of the United States, from transporting in such
16 vessel any seaman, or from receiving or being interested in
17 such reasonable allowance as may be made for such trans-
18 portation, under and by virtue of the one hundred and thirtieth
19 section of this act.

1 SEC. 168. *And be it further enacted*, That it shall be

2 the duty of consular officers of the United States to report to
3 the Secretary of the Treasury, as often as he shall require, the
4 names, places of residence, and nationality, as far as ascer-
5 tainable, of all seamen shipped on, or discharged by them
6 from, vessels of the United States, and the names of such
7 vessels on or from which such seamen were shipped or dis-
8 charged, and the names of their masters, the ports of the United
9 States to which such vessels belong, the grounds of the dis-
10 charge of such seamen, the names, places of residence, and
11 nationality of all seamen left behind in their respective con-
12 sular districts, as far as ascertainable, and the grounds upon
13 which they were so left behind, and the names of the masters
14 of the vessels to which such seamen so left behind belonged,
15 and the names of the ports to which such vessels belong.
16 and whether and in what respect such seamen were left
17 behind in violation of law; and they shall, in addition to the
18 accounts of moneys hereinbefore required of them in the pro-
19 visions of this title, report to such Secretary accounts of all
20 other moneys received and paid out on account of seamen,
21 giving the names, places of residence, and nationality of such
22 seamen, as far as ascertainable, the names of the vessels to
23 which they last belonged, and of the ports to which such
24 vessels belong, and the names of the masters of such vessels
25 and the particulars of such receipts and payments.

1 SEC. 169. *And be it further enacted,* That the Secretary

2 of the Treasury shall make all proper regulations to carry out
 3 efficiently the provisions of this title, and he, in concert with
 4 the Secretary of State, may, from time to time, cause special
 5 examinations to be made in foreign countries, into the admin-
 6 istration by consular officers of the United States, of their
 7 respective offices.

1 TITLE VI.

2 MISCELLANEOUS PROVISIONS.

3 SEC. 170. *And be it further enacted*, That in the con-
 4 struction and for the purposes of this act, (if not inconsistent
 5 with the context or subject-matter,) the following terms shall
 6 have the respective meanings hereinafter assigned to them,
 7 namely :

8 “Vessel” shall mean every description of craft used in
 9 navigation and propelled otherwise than by oars. .

10 “Master” shall mean every person, other than a pilot,
 11 who for the time being shall have charge or command of
 12 any vessel.

13 “Seaman” shall mean every person employed or engaged
 14 in any capacity on board and in the service of any vessel
 15 except the master, and not including servants and apprentices
 16 to the master or owner.

17 “Pilot” shall mean every person not belonging to a
 18 vessel, who has the conduct thereof.

19 “Engineer” shall mean every person who has the charge

20 and management of the boilers and machinery of a vessel
21 propelled in whole or in part by steam.

22 “Certificated” shall mean possessing a certificate of
23 competency, in force, under the provisions of this act.

24 “Consular officer” shall mean any consul general, consul,
25 deputy consul, vice-consul, consular agent, commercial agent,
26 or vice-commercial agent of the United States.

1 SEC. 171. *And be it further enacted*, That if any person
2 shall wilfully make a false declaration as to any allegation,
3 matter or thing which this act requires to be verified by a
4 declaration, he shall incur the penalties of perjury.

1 SEC. 172. *And be it further enacted*, That in all cases
2 in which the forms prescribed by this act and included in the
3 annexed schedule of tables and forms shall be substantially
4 observed according to their intent and meaning, no penalty,
5 forfeiture or disability shall be incurred by a deviation there-
6 from.

1 SEC. 173. *And be it further enacted*, That in the trial
2 or hearing of any case arising under the provisions of this
3 act, no person shall be disqualified from testifying as a wit-
4 ness, by deposition or otherwise, by reason of being a party
5 to the suit or proceeding, or otherwise having an interest in
6 the same; and in the trial or hearing of any criminal case
7 arising under the provisions of this act, the defendant or per-
8 son charged with the offence in such case shall have the

9 privilege, at his own request, but not otherwise, of testifying
10 as a witness.

1 SEC. 174. *And be it further enacted*, That there shall
2 be hereby repealed the several acts and parts of acts set forth
3 in the table numbered twelve in the schedule hereto annexed,
4 to the extent to which such acts or parts of acts are therein
5 declared to be repealed, and all such provisions of any other
6 acts or laws as are inconsistent with the provisions of this
7 act. But such repeal shall not affect any security given be-
8 fore this act takes effect, anything done before this act takes
9 effect, any liability accruing before this act takes effect, any
10 fine, penalty, forfeiture, or other punishment incurred, or to
11 be incurred in respect to any offence committed before this
12 act takes effect, or any legal proceeding or other remedy for
13 enforcing or recovering any such liability, penalty, forfei-
14 ture, or punishment as aforesaid; and such repeal shall re-
15 vive no act heretofore repealed.

1 SEC. 175. *And be it further enacted*, That this act shall
2 take effect at the expiration of ninety days from and after
3 the day of its passage; but for the appointment and qualifi-
4 cation of officers, the granting of certificates of competency
5 and the examinations therefor, the inspection of vessels and
6 the granting of certificates of approval hereinbefore provided
7 for, this act shall take effect at the expiration of sixty days
8 from and after its passage.

SCHEDULE OF TABLES AND FORMS.

No. 1. (SECTION 4, TITLE I.)

Table of grades of masters, engineers, mates, and pilots.

	Masters; chief engineers.	First mates; second engineers.	Second mates; third engineers.	Chief pilots; second pilots.
First grade ..	1,600 tons and upwards.	1,600 tons and upwards.	1,600 tons and upwards.	750 tons and upwards.
Second grade.	Under 1,600 tons.	Under 1,600 tons.	Under 1,600 tons.	Under 750 tons.
Third grade..	Under 1,000 tons.	Under 800 tons ..	Under 800 tons ..	.....
Fourth grade.	Under 500 tons ..	.....	.....	.....

No. 2. (SECTION 10, TITLE I.)

Table of fees.

	Certificates of competency.						Renewals of certificates.					
	Masters; chief engineers.	First mates; second engineers.	Second mates; third engineers.	Chief pilots.	Second pilots.	Fourth engineers.	Masters; chief engineers.	First mates; chief engineers.	Second mates; third engineers.	Chief pilots.	Second pilots.	Fourth engineers.
First grade.....	\$30	\$20	\$15	\$20	\$10	\$5	\$20	\$10	\$7	\$10	\$5	\$3
Second grade.....	25	15	10	15	7	....	15	7	5	7	3	....
Third grade	20	10	5	.....	.....	.....	15	7	5	.....	.....	.....
Fourth grade	15	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....

Witness our hands and seals this _____ day of _____, one thousand eight hundred and _____.

The condition of the foregoing obligation is such that if the above bounden _____, master of the _____, bound on a voyage from _____ to _____, shall, in accordance with the provisions of the fifth title of an act entitled "An act in relation to the merchant marine of the United States," approved in the year 1867, exhibit the certified copy of the crew list of such vessel for such voyage, and the indorsements made on such copy, and the certificates thereto annexed, in accordance with such act, to the first boarding officer at the first port in the United States at which he shall arrive on his return thereto from such voyage, and then and there also produce to said boarding officer the persons named therein, and such other seamen as shall have been shipped by him in any foreign country, and shall within forty-eight hours after such arrival of such vessel at the port of destination in the United States, or upon the discharge of her crew at any port of the United States after such arrival, whichever first happens, deliver to the collector of such port the certified copies of the crew list, and shipping articles of such vessel for such voyage, with all the indorsements made thereon, and the certificates annexed thereto as aforesaid, then this obligation shall be void and of no effect; otherwise it shall continue in full force and virtue.

FORM NO. 6. (SECTION 113, TITLE V.)

Certificate of the citizenship of a seaman of the United States.

I, _____, collector of the district of _____, in the State of _____, do hereby certify that _____, of (naming his place of residence,) in the State of _____, has this day produced to me proof in the manner directed by an act of the Congress of the United States entitled "An act in relation to the merchant marine of the United States," approved in the year 1867, and pursuant to said act, I do hereby further certify that the said _____ is a seaman, and a citizen of the United States of America.

Said _____ is _____ years of age, or thereabouts; is _____ feet and _____ inches in height; his complexion is (inserting light, brown, black, red, gray, or otherwise, as the case may be, and if he is bald, so stating,) and he has on his (inserting any scar, tattoo, or other mark of personal identity, and the place of the same.)

In witness whereof I have hereunto set my hand and seal of office, this _____ day of _____, A. D. _____.

_____, Collector.

FORM NO. 7. (SECTION 114, TITLE V.)

Certificate of a seaman of the United States.

I, _____, collector of the district of _____, in the State of _____, do hereby certify that _____, (naming his place of residence,) in (naming the State of _____,) is a seaman of the United States. The said _____ is now shipped for a voyage about to be made in the (naming the vessel,) from (naming the port or place) to (describing the voyage as in the shipping articles,) and has subscribed the shipping articles therefor; and said (naming the vessel) is a vessel of the United States. Said _____ is _____ years of age, or thereabouts; is _____ feet and _____ inches in height; his complexion is (inserting light, dark, or otherwise, as the case may be;) the color of his hair is (inserting

light, brown, black, red, gray, or otherwise, as the case may be, and if he is bald so stating,) and he has on his (inserting any scar, tattoo, or other mark of personal identity, and the place of the same.)

This certificate is valid _____ to said _____ for two years only from its date, or for any place to which said _____ shall be brought by the above-described voyage, unless renewed from time to time by a consular officer of the United States, upon the shipment of said _____ in a foreign port in a vessel of the United States.

In witness whereof I have hereunto set my hand and seal of office this — day of —.

_____, *Collector.*

FORM NO. 8. (SECTION 114, TITLE V.)

Consular memorandum on the certificate of a seaman of the United States.

The within named ——— having shipped at (naming the foreign port of shipment,) in the (naming the vessel,) a vessel of the United States, for a voyage about to be made from (naming the port) to (describing the voyage for which he is shipped,) I, ———, (stating his consular office,) for (naming the foreign port of such shipment,) hereby renew the within certificate, and the same shall be valid for two years from this date, or for any place to which said ——— shall be brought by the voyage in this memorandum described.

In witness whereof I have hereunto set my hand and seal of office this — day of —, A. D. —.

FORM No. 9. (SECTION 115, TITLE V.)

Certificate of discharge.

This is to certify that ———, of ———, served as (naming the kind of service) on board the (naming the vessel,) on a voyage from)stating the voyage,) for (stating the time,) and on the — day of ———, A. D. —, at (naming the port or place,) was discharged from such service.

Given this — day of —, A. D. —.

— — —, *Master.*

FORM NO. 10. (SECTION 116, TITLE V.)

DISCHARGE CREW LIST.

*List of persons belonging to the crew of the ———, of ———, whereof ——— is
master, discharged at ——— on arrival from ———.*

[illegible]

District of ———,
Port of ———.

I, ———, do solemnly declare that the particulars of the foregoing discharge crew list, and the report therein, are, in my belief, true.

———, *Master.*

Made and subscribed before me this ——— day of ———, A. D. ———.

———.

FORM NO. 11. (SECTION 116, TITLE V.)

Certificate of master's report of a seaman.

This is to certify that by the records of the (naming the custom-house, consulate, or other office,) (naming the master,) master of (naming the vessel,) on the ——— day of ———, A. D. ———, made declaration before (naming the officer) that (naming the seaman,) born in ———, residing in ———, a subject or citizen of ———, aged ———, in height ——— feet ——— inches, in complexion ———, the color of whose eyes is ———, the color of whose hair is ———, and who has (giving other marks of identity in the record,) went to sea with him in said (naming the vessel,) bound for ———, as (naming the kind of service,) and served on board said (naming the vessel) for (stating the time) on a voyage from (stating the voyage,) and that in character he was ———, in sobriety he was ———, in general conduct he was ———, and in ability he was ———.

Given this ——— day of ———, A. D. ———.

NO. 12. (SECTION 5, TITLE VI.)

Table of acts and parts of acts to be repealed.

Date of approval.	Title of the act.	Extent repealed.
July 20, 1790...	An act for the government and regulation of seamen in the merchant service.	The whole act.
May 28, 1796...	An act for the relief and protection of American seamen.	The whole act.
Feb. 28, 1803...	An act supplementary to the "act concerning consuls and vice-consuls, and for the further protection of American seamen."	The whole act.
March 2, 1805...	An act to amend the act entitled "An act for the government and regulation of seamen in the merchant service."	The whole act.
Feb. 28, 1811...	An act in addition to the act entitled "An act supplementary to the act concerning consuls and vice-consuls, and for the further protection of American seamen."	The whole act.

Table of acts and parts of acts to be repealed—Continued.

Date of approval.	Title of the act.	Extent repealed.
March 13, 1813 .	An act for the regulation of seamen on board the public and private vessels of the United States.	The whole act, except sections 12, 13, and 14.
July 7, 1838 ...	An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam.	The whole act.
July 20, 1840...	An act in addition to the several acts regulating the shipment and discharge of seamen, and the duties of consuls.	The whole act.
March 3, 1843 ..	An act to modify the act entitled "An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," approved July seventh, eighteen hundred and thirty-eight.	The whole act.
March 3, 1849 ..	An act making appropriations for light-houses, light-boats, buoys, &c., and providing for the erection and establishment of the same, and for other purposes.	Section 5.
Aug. 30, 1852 ..	An act to amend an act entitled "An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," and for other purposes.	The whole act, except so much of section 9 as requires that inspectors shall be appointed for the collection district therein named.
March 3, 1853 ..	A resolution in amendment of a joint resolution relating to the duties of inspectors of steamers, approved the seventh day of January, eighteen hundred and fifty-three.	The whole resolution.
March 3, 1855 ..	An act to regulate the carriage of passengers in steamships and other vessels.	The whole act.
Aug. 18, 1856 ..	An act to regulate the diplomatic and consular systems of the United States.	Sections 25 and 26.
April 29, 1864 ..	An act fixing certain rules and regulations for preventing collisions on the water.	The whole act.
June 8, 1864 ...	An act to create an additional supervising inspector of steamboats, and two local inspectors of steamboats, for the collection district of Memphis, Tennessee, and two local inspectors for the collection district of Oregon, and for other purposes.	The whole act, except the provisions for the appointment of additional local inspectors.

Table of acts and parts of acts to be repealed—Continued.

Date of approval.	Title of the act.	Extent repealed.
July 4, 1864....	An act further to regulate the carriage of passengers in steamships and other vessels.	The whole act, except section 10.
March 3, 1865 ..	An act to provide for two assistant local inspectors of steamboats in the city of New York, and for two local inspectors at Galena, Illinois, and to re-establish the board of local inspectors at Wheeling; and also to amend the act approved June eighth, eighteen hundred and sixty-four, entitled "An act to create an additional inspector of steamboats, and two local inspectors of steamboats for the collection districts of Memphis and Oregon, and for other purposes."	The whole act, except the provisions for the appointment of assistant local inspectors in the city of New York, and local inspectors at Galena and Wheeling.
July 25, 1866 ..	An act further to provide for the safety of the lives of passengers on board of vessels propelled in whole or in part by steam, to regulate the salaries of steamboat inspectors, and for other purposes.	The whole act except sections 12 and 13.
July 27, 1867 ..	An act to prevent the wearing of sheath knives by American seamen.	The whole act.